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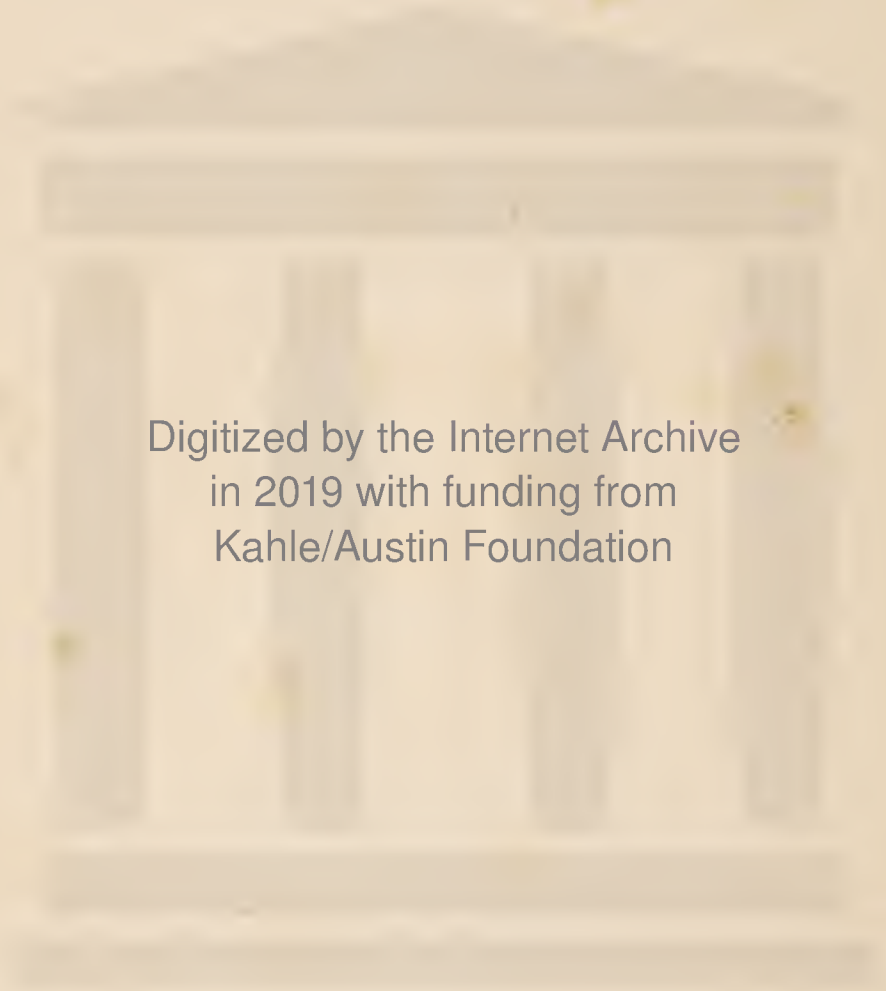


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LETTERS AND PAPERS

RELATING TO THE

First Dutch War

1652—1654

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P R E F A C E

To enable naval writers to form a correct estimate of the proceedings of even one side in a war it is desirable that they should have before them all the evidence accessible from both the contending parties. I have therefore done my best to secure dispatches and other official records from the Admiralty Papers at the Hague, though there can be little doubt that a Dutch scholar would be able to augment their number. In a few cases documents of some importance have been found in print, the sources of which are indicated in the text, as is the case with the English papers. In this connection I have especially to thank his Grace the Duke of Portland for his kindness in permitting the volumes of his MSS. containing Naval Papers to remain at the British Museum for some months at the disposal of the Society.

As some time must elapse before the present work is completed I have thought it best to divide the documents into parts, each dealing with some particular phase of the war. The result is that though each document is placed in chronological order within its own part, the parts themselves usually over-

lap one another. Several papers, for instance, which would chronologically be placed before those printed towards the end of this volume have been reserved for Part V., which will be concerned with De Ruyter's expedition down Channel, and his conflict with Ayscue off Plymouth. Having adopted this system it has appeared to me that I shall best consult the interests of my readers by substituting separate Introductions to each part for the general Introduction which has been prefixed by other editors to the shorter collections handled by them. It would be impossible for me, at this stage of my work, to take a general view of the result of the documents as a whole, and, if any such review should afterwards seem desirable, it can more usefully be prefixed to the last volume. The Council of the Society has authorised the presentation of the Dutch copies from the Hague to the MSS. Department of the British Museum, in order that inquirers may have it in their power to check the translations here printed. A General Index will be given with the last volume.

As far as dates are concerned, the double form has always been given in the headings of each article, whilst the old style has been preserved in the body of English documents, the new style of the Dutch writers being translated, to avoid confusion, into a double date. The dates at the end or beginning of letters are left as they are written, whether old or new. The blunder of English writers in calling the great admiral Van Tromp has been left unaltered.

It is my pleasing duty to acknowledge the assistance I have derived from Jonkheer van Riemsdyk, the Chief of the Archives at the Hague, from Heer Ross, who has carefully copied the Dutch papers, and Miss Ethel Stokes, who has translated them. Mr. J. A. de Villiers, of the British Museum, has been good enough to assist me where the language of the Dutch dispatches offered unusual difficulty, whilst the Rev. George Edmundson has given me valuable information on the constitutional questions sometimes arising. I have also derived from Vice-Admiral Bridge, Professor Laughton, and Mr. M. Oppenheim constant help in the way of correcting the blunders in naval phraseology into which, as a landsman, I had unwittingly fallen. If any still remain I have but to appeal to the established generosity of my naval readers.

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N.B.—The dates here given to the papers are in Old Style.



THE
FIRST DUTCH WAR

PART I

THE REMINISCENCES OF RICHARD GIBSON

INTRODUCTORY

GIBSON'S narrative is here given complete, though part of it relates to matters outside the Dutch war. It is followed by two other papers by the same writer, the last of which was written at some time between 1692 and 1702. The last paper might perhaps have been omitted, as it is concerned with a state of things existing after the Revolution of 1688. Much, however, that is said in it is true of an earlier period, and I have thought it better to insert it. Other MSS. in the same volume relate entirely to definite matters after the Restoration, and are therefore omitted. Gibson, according to his own account (Add. MSS. 11602, fol. 117), was born at Great Yarmouth in August 1635, his father being master of a ship 'using the French trade.' From 1646 to 1647 he was often with his father at sea, and joined the navy in 1648. In another narrative of his experiences (Add. MSS. 11602, fol. 1) he tells us that he 'went to sea before the mast to Bordeaux for wages in anno 1645,' and afterwards sailed under Peacock

in the *Tiger*, in the fleet sent under Blake against Rupert in 1649, but was removed to the *Tenth Whelp*, called erroneously in the following narrative a fireship (p. 5). In January 1651 he entered on board the *Assurance* under Captain Benjamin Blake, a ship which afterwards took part in Penn's Mediterranean voyage. After his return he continued in the *Assurance*, in which he was appointed steward or purser on January 6, 165 $\frac{2}{3}$ (see Add. MSS. 11602, fol. 1). Gibson's dates cannot fully be relied on, but according to his own account he was moved into the *Sapphire* in November 1655, and afterwards served in the *Royal Exchange*, a hired fourth-rate ship, till November 4, 1665, when he was removed to office employment on shore (*ibid.*). Gibson's reminiscences were not written down till 1702, and must therefore be taken for what they are worth. I have thought it best to confine my notes in this part to the explanation of the text, leaving any questions of naval tactics or strategy that may arise to be dealt with in connection with the letters and documents which follow.

1. *A FEW INSTANCES OF ENGLISH COURAGE
AND CONDUCT AT SEA WITHIN THE MEMORY
OF RICHARD GIBSON*

[B.M. Add. MSS. 11684, fol. 2.]

1. *In anno* 1649 General Blake being then before Lisbon¹ sends Rear-Admiral Badiley with eight sail to Cadiz to clean and for water for the fleet. Off Lagos Bay espied four French ships of war in the said bay at anchor, who, upon seeing the English divide to attack them, cut their cables, and stood into the sea; they being clean ships and the English foul, only the sternmost, a ship of 36 guns and 200 men, was intercepted by the *Adventure*, Andrew Ball captain, of 36 guns and 150 men, who forced the French ship to clap upon a wind, then at north,

¹ The King of Portugal having given shelter to Rupert and the prizes taken by him. Blake arrived off Lisbon March $\frac{10}{20}$, 16 $\frac{49}{50}$.

with his starboard tacks aboard. The Adventure did the same, and came up in half musket shot of the French ship, but to leeward, and from the first continued firing at one another. After the Adventure had got his own wind (the French ship's sails becalming the other), the Adventure endeavoured to get the wind of the French ship, and from his stern chase galled the Frenchman,¹ so as to avoid that he loosed his fore topgallant sail, sprit sail, and sprit sail topsail, hauled up his mizen, let fly his main-sheet, shivered his after sails in the wind, and put his ship before the wind. Then the Adventure (early observing him) bore up, and came amongst the French ship's side (yardarm to yardarm), upon which the Adventure-men called to their captain to board the French ship, which he denied until he could see the blood run out of their scuppers (the French ship being higher carved, having more men, and making a stout defence, it had not been safe); then an unhappy shot from the French ship shot in pieces the main topsail sheet of the Adventure (for want of a stopper² at the main yardarm), occasioned her to lose a mile before it could be fixed. After an hour she came up with the French ship again, broadside to broadside, near two hours before she struck, but so battered that the French ship sunk to the bottom of the sea in two hours after she was taken, with about ten of the Adventure's men and at least eighty of

¹ This is not clear. Perhaps it means that the Adventure, finding herself becalmed, dropped astern, and then tacking to bear to windward was able, whilst on the port tack, to fire her guns from the stern into the enemy. To escape this the Frenchman made off before the wind in a southerly direction, and was then chased by the Adventure.

² Stopper is a generic term. A 'topsail-sheet stopper' was a short piece of stout rope secured at one end to the yardarm of a lower yard, and at the other to the clew of a topsail, to hold the clew in place if the sheet were shot away.

the French (most of them wounded) aboard the prize, that could not be saved by her sudden sinking. I was aboard the Tenth Whelp fire-ship, the nearest to the Adventure, all the time of the action.

This Andrew Ball was captain of the Triumph, under the Generals Blake and Deane, and slain at Portland fight. The captain of the French ship was a knight of Malta, and fought stoutly.

2. Captain Francis¹ Peacock, of the Tiger frigate, 36 guns and 150 men, about October 1649,² plying off the rock of Lisbon (at which time the English had war with Portugal for assisting Prince Rupert, then gone into the Straits) in the grey of the morning, gave chase to a sail, which proved to be a Portuguese of equal force and 200 men, Dutch built, from Brazil, who made the best of his way, wind and tide favouring, to the Tagus. Captain Peacock pursued her close, until the guns of St. Julian Castle (a great fort of two tiers of guns, said to be 150, at the mouth of that river³) carried their shot half a mile beyond the Tiger. Peacock, resolving to carry the Portuguese ship, ordered four fakes⁴ (or coils) of his best bower cable to be overset, and lashed the fifth coil to the main mast in the hold, and then re-overset the said four fakes into their old place, intending to board the Portuguese ship on the larboard side, the most exposed to the castle; and to prevent damage from the castle, kept the Tiger in a smoke by continual firing at it. Peacock boarded the Portuguese ship as soon as he

¹ The name should be 'James.'

² This is an error for 1650, as Rupert left Lisbon on October $\frac{12}{22}$, 1650.

³ On the north side.

⁴ 'Quoyle (*i.e.* coil) a cable, is to lay it up in a round ring or fake, one above another.' Smith's *Seaman's Grammar* (published November 6, 1652), p. 30.

could, and, before he entered his men, lashed the Tiger fast to her (by her main and fore-chain plates) and let go his best bower anchor, which brought up both ships¹; then all hands entered the Portuguese, whose men, upon the Tiger's first boarding, had withdrawn themselves to their close fights, seeing the English, as they thought, to dodge with them, made a general sally, and were warmly received by the English, all hands entering, that the Portuguese were forced to yield; after which, the prize being next to St. Julian's Castle, Peacock forbids to strike the Portuguese colours, and ordered his men to make false fights amongst themselves until the flood was done. Upon turn of the tide the cable was cut at the bits, and both ships drove to sea out of cannon shot. The castle, after boarding, remained [an] idle spectator, being unwilling to hurt their friends, who (as they concluded) had so manfully defended themselves. Otherwise the castle had it in their power to have sunk both ships.

I actually sailed in this ship Tiger (about six months before) as one of her ship's company, under this Captain Peacock's command, from Spithead to Cascaes Road, and then went into the Tenth Whelp fireship, with Wm. Younger, who, from being master's mate of the Tiger, went to command the Tenth Whelp in March 164⁸/₉ in General Blake's fleet, sent after Prince Rupert.

George Wager, boatswain of the Tiger in this action, afterwards commanded the Greyhound, of 18 brass guns, in the Spanish war: meeting with two Ostenders, was overpowered by their boarding him, about the year 1656. Wager finding he could not avoid being taken, his upper deck being full of

¹ Both vessels swinging round when the anchor was dropped with a flood tide, their position as regards the castle would be reversed.

Flemings, jumped down into the powder room, and blew up himself, his ship, most of his ship's company, and above 100 Ostenders perished with him, and hazarded both the other ships.

His brother Charles Wager, then boatswain's mate of the *Tiger*, afterwards deservedly commanded the *Yarmouth*, a fourth-rate ship, since the Restoration.

Robert Clay, carpenter of the *Tiger*, in this action, was my captain in the *Sapphire* five years, from November 1655 to October 1660, with whom this affair have oft been remembered, as also with Amos Beare, then boatswain's boy of the *Tiger*, who died Master Attendant at Woolwich.

Captain Peacock was Vice-Admiral of the Red in the *Triumph*, and slain in the fight against the Dutch in August 1653.¹

3. Captain Benjamin Blake,² of the *Assurance*, 36 guns and 150 men, about October 1650 chased a Portuguese ship of war coming from Brazil, of 28 guns and 140 men, and outsailing her came up upon her weather quarter, amongst her larboard side, the wind N.E., and could easily have sunk the Portuguese, whose weather guns (having a fresh gale of wind) did the *Assurance* little damage in her hull. But being put by her going to Lisbon³ (being within four leagues of Cape de Espichel⁴) was in hopes to make a running fight into Setubal⁵ harbour, or run ashore to leeward of the cape. The *Assurance* aiming at the Portuguese ship's masts and missing them, durst not board her, the sea being too high, and going quartering had too fresh way to

¹ The battle of the Texel, fought on July 29 and 31, must be intended.

² Brother of the Admiral.

³ *I.e.* prevented from going to Lisbon.

⁴ Cape Pitcher, MS.

⁵ St. Uves, MS.

clap her thwart¹ the hause. But keeping within pistol shot of the Portuguese ship, until she came within two miles of the shore, the land abated the wind and sea. Then the Assurance hauled in her larboard guns, lashed them fast with their muzzles above the upper cell² of the ports, and barring up those ports, took the opportunity to lay the Portuguese ship thwart the hawse without hazard, and thereby carried her. But if great caution had not been used it had endangered the Assurance, whose company afterwards found it difficult to enter until the Portuguese ship struck.

I entered myself aboard the Assurance at Deptford in January 165⁰₁, after this action, and was above 16 months under Captain Benjamin Blake's command in her (four months of which in company of the Adventure, Andrew Ball captain, cruising upon the coast of Portugal), after which the Fairfax, Admiral (afterwards Sir William) Penn; Centurion, Captain (afterwards Sir John) Lawson; Pelican, Captain (afterwards Sir Joseph) Jordan; Foresight, Captain (afterwards Rear-Admiral) Hewett; Non-such, Captain Mildmay; and the Star, a 5th rate, Captain Robert Saunders, refitted at Cadiz, went into the Straits, and after being there and at Gibraltar for some time, returned to England in March (and was at Spithead in the great Eclipse) two months before the first fight with the Dutch in May 1652 off Dover.

4. About the latter end of 1649³ General Blake, being at Cadiz (refitting for the Straits, after Prince Rupert), heard of a French ship of war (afterwards called the Success, of 36 copper⁴ guns, 200 men) cruising in the Straits' mouth to take English ships,

¹ Here and seven lines lower down 't'whart,' MS.

² Obsolete form of 'sill.'

³ Again a mistake for 1650.

⁴ *I.e.* brass.

hastened aboard the *Phoenix*, a fourth-rate ship of war, newly cleaned, and came up with the Frenchman, who, seeing the flag at main-topmast-head, believed the General's ship to be much greater than his, and that he could not escape, upon a summons, went aboard the General; afterwards finding the *Phoenix* to be a less ship than his, spake reflecting words, as if the General had trepanned him. Upon which the General gave him leave to go aboard his own ship, and when there, bid him defend himself as well as he could. When the French captain had got aboard his own ship, he tried to get his men to fight, and found them unwilling to it.¹ At last surrendered to the General, of such dread was the English courage and sea conduct then.

5. About the 9th² of May, 1652, General Blake, in the *Old James*,³ in the Downs (Sir William Penn in the *Triumph*, Vice-Admiral, two days before gone to London), Major Bourne,⁴ in the *St. Andrew* (Rear-Admiral), at four in the morning, made a sign for the fleet (about 20 ships of war) to unmoor, weigh anchor, and get under sail; the wind easterly, fair weather. About eight in the morning the fleet, off the South Foreland, had a Council of War; about ten, Major Bourne,⁴ with about a third part of the fleet, went back into the Downs, and the General, with about 14 ships of war, went before the wind, westward off Dungeness, into Rye Bay, and there

¹ This story appears in a somewhat different guise in White-locke's *Memorials*, January 16, 1650-1, when the Frenchman is said to have fought for two hours on the second occasion. In his life of Blake, in the *Dict. of Nat. Biogr.*, Professor Laughton pronounces it as 'evidently absurd in every particular.' As told here it sounds somewhat more credible.

² May 1⁹/₉.

³ The ship known up to the Restoration as the *James* was afterwards known as the *Old James* to distinguish it from another called the *Royal James*.

⁴ Appointed Rear-Admiral on May 1⁹/₉. See p. 185.

anchored, and rode about 10 days, until a ketch brought notice from the Downs that the Dutch fleet under Admiral Tromp (about 40 ships of war) had been off Dover, and asked leave to water there and in the Downs. Upon which the General and his fleet weighed and, all the flood, turned to the eastward, and anchored in the ebb, and by next day morning were off Dover (except two leewardly ships, the *Garland* and another, were off Folkestone). Here General Blake saw the Dutch fleet south of him, near the French coast, and stood towards them; the wind easterly, and fair weather. When the General had got half channel over [he] could see the Dutch fleet with their starboard tacks aboard, standing towards him, having the weather gage. Upon which the General made a sign for the fleet to tack. After which, having their starboard tacks aboard (the General's ship the *Old James* being the southernmost and sternmost ship in the fleet), the rest of his fleet by tacking first placed themselves in a line ahead¹ of the General, who, after tacking, haled up his mainsail in the brails, fitted his ship to fight, slung his yards, and run out his lower tier of guns, and clapt his fore topsail upon the mast. Before the fight began a small vessel came out of Dover to the General, with about 40 volunteers, to each of whom the General gave a beer-glass of old Malaga, after having drank one himself, in thanks for their so timely help. After which the General at a little distance of time, out of the aftermost gun (in the great cabin on the starboard side) ordered two shot thwart Tromp's forefoot, who was the headmost ship of his fleet, in order for him to strike his flag, and bear² down to leeward; but not taking any notice

¹ This expression would be of importance if it had been contemporary.

² Bare, MS.

of it, the General ordered the third shot at Tromp's flag, which went through his main topsails. Tromp takes no notice of this neither, upon which the General filled his fore topsail, and kept his ship under way. About 10 before noon we could see Major Bourne and his division off the South Foreland, with topgallant sails and studding sails, making the best of their way to join the fleet. When Tromp came up amongst the Old James' starboard side (as near as he could) fired his whole broadside into her. This, and above a dozen broadsides more, the Old James received before she could load and fire her starboard guns twice. After this the General put his ship before the wind, haled up his foresail half up the brails, and lowered his topsails above half mast down, and this was done to bring the two leewardly ships into service and give way for Major Bourne's division to come in to windward of the Dutch. Thus the General and all his division at times fought on both sides. The fight lasted until the night parted both fleets off Dungeness.¹ And the General's own ship having borne the brunt of the day, and her mizen-mast going by the board, after the fight was over, and having many wounded men to put ashore, the General anchored all the ebb, and made the best of his way to the Downs; the Dutch fleet, driving towards Dieppe, did not anchor in our sight. We lost never a ship in this fight, although the Dutch were forty ships of war to twenty-two, twelve of which were engaged above two hours before Major Bourne's squadron and the two leewardly ships came into service. The Dutch lost one ship of war, the English not any.

I laid ashore at Deal, that night the General weighed out of the Downs, and wanting opportunity

¹ Dungeonness, MS.

to get aboard the Assurance by Thomas Cogshall, the General's coxswain, got passage in the General's barge (then ashore for fresh provisions) from Deal aboard the Old James off the South Foreland. But before I got aboard the council of war was up, and the Assurance (amongst the ships stayed with Major Bourne) was gone back and anchored in the Downs. While I was staying at the entering port on the larboard side several commanders went off, and Lieutenant Adams (afterwards captain of the Mary Rose, who had been lieutenant to the General at Lyme and Taunton, was then the first and only lieutenant to the General) was upon his duty to wait upon each captain, from the General's cabin to the entering port, and that captain gone from the Old James' side seeing me stand at the entering port asked how I came there (for he had been a reformato in the Assurance six months near two years before). I told him how in order to get aboard the Assurance. He said, 'You are come too late, your captain is gone.' When all the captains were gone, Lieutenant Adams asked me what I would do for victuals. I told him I would go to my brother steward, upon which he took me by the hand, and carried me to General Blake's steward, and recommended me to him as his friend, upon which I ever afterwards ate with the General's retinue at the middle gun-deck table abaft the mainmast, and was the steward's (Mr. Sharpley's) bedfellow, upon a good feather bed with sheets, in a standing cabin on the middle gun-deck on the larboard side, against the place where I ate all the time I was on board the Old James, and was the person actually filled the old Malaga to the General and volunteers; he that fetched up the wine and carried away the empty bottles was all the General's servants could then be spared from carrying down the General's

goods into his store-room upon the orlop on the starboard side.

6. Captain (afterwards deservedly Sir Christopher) Myngs, of the *Elizabeth*, a fourth-rate ship of 36 guns, 150 men, in 1652, being clean and well manned, cruising off Scilly for homeward bound Dutch ships, [which] had no notice of the war, met three Dutch ships of war very foul and undermanned, none of them much inferior to the *Elizabeth*. Myngs takes his advantage of the opportunity of fair weather to come upon the weather bow of the headmost and biggest of them, and lay about a ship's length from her; plied her so warmly that Myngs forced the Dutch ship to strike; then took out her well men but ten, and put twenty men of his aboard the prize, and provided to attack the other two ships (coming to second their consort), and was so successful as Myngs took the other two Dutch ships of war. Then having the major part of the prisoners aboard the *Elizabeth*, put them into the hold, nailed down his hatches, secured his gunpowder and cook rooms (the last then placed abaft the bits in the hold), and brought his prizes into the fleet at Spithead, sails under the General's stern (with the three Dutch ensigns hanging under each lantern spread with a spar) and salutes him, and at convenient distance anchors. His prizes follow after under the General's stern, salutes him, then went under the *Elizabeth's* stern, salutes her, and anchors just by her. Then Captain Myngs goes aboard the General (who out of his gallery saw the show), and went upon the quarterdeck, which General Blake having knowledge of goes up upon the quarterdeck and looks about the fleet on the other side from Myngs, and after some time went to do the like on the other side, until Myngs, being uncovered, bowed towards the General, who thereupon stopped, turned

to Myngs and asked him (being but a young man, and advanced by his master, Captain (afterwards Vice-Admiral) Goodsonn whose coxswain he was. Myngs replied that he was captain of the Elizabeth for want of a better. The General told him, he said, 'True! You believe you have done a fine act to take three Dutch ships singly, but what if they had carried you to Holland? What account could you have then given the State for the loss of their ship? I do not love a foolhardy captain; therefore hereafter temper your courage with discretion, and undertake nothing hazardous if you can avoid it. So you may come to preferment.' And then fell upon his wants.

7. General Blake was truly just, and had courage equal to any man living, as one passage testifies. Being before Lisbon and sending some of his fleet home, others to Pontevedra,¹ in Galicia, for water, and others to Cadiz to refit. Prince Rupert, in the *Constant Reformation*, with his fleet and several French ships of war, quits Lisbon, and in a fog meets with General Blake in the *St. George*,² and they stand stem for stem,³ endeavouring to weather one the other. Captain Arkinstal, master under the General, tells him that he believed they could not weather. Prince Rupert therefore advised to tack in time. Says the General, 'Can you stem him?' 'Yes,' says the Master; 'but then we shall hazard both ships.' The General replied, 'I'll run that hazard rather than bear up for the enemy.' Upon which Prince Rupert was forced to bear up.

This fog carried the Prince away from General Blake's fleet, who were scattered, and could not come up in time to second the General. I had this

¹ Ponta Vedra, MS.

² On September 7, 1650.

³ *I.e.* Directly meeting one another on opposite tacks.

account from an uncle of mine then in the General's ship the *St. George*.

8. In the beginning of February 165²₃, off Dover, under sail, standing westward with an easterly wind, General Blake and Deane in the *Triumph*, Sir¹ John Lawson (Vice-Admiral of the Red) in the *Fairfax*, Captain Houlding (Rear-Admiral of the Red) in the *Ruby*, General Monck (Admiral of the White) in the *Vanguard*, Sir William Penn, Admiral of the Blue) in the *Speaker* (now named the *Mary*), &c., the whole fleet, about 52 sail, spread their colours of red, white, and blue, and their flags, ensigns, and pendants (as now) according to their division of squadrons, and sailed to meet the Dutch fleet of 84 ships of war, expected from St. Martin's Island, with a fleet of merchant ships to bring salt, wines, and brandy thence under their convoy; and about the middle of that month, early in the morning could see Portland upon deck, and the Dutch fleet half-way between that island and General Blake and Deane; the wind at NW, fair weather. Upon our first sight of the Dutch all the English had their starboard tacks aboard; General Blake espying the Dutch fleet to bear down before the wind upon him got his ship ready, hauled his mainsail up the brails, and braced his foretopsail to the mast; Sir William Penn and his division being a little way ahead of the two Generals (in whose division was the *Assurance*). Sir John Lawson with his division was about a mile in the Generals' ²

¹ The 'Sir' is given by anticipation to Lawson and also to Penn.

² Here, and in the phrase 'the two generals' a little before, the MS. has 'gen^{ells},' with no mark of the possessive case to show whether the word is singular or plural. As it is plural in the first case, it may, I think, be taken that it is also plural in the second, especially as we have 'generals' in full in the second line of the following paragraph. The view taken here by Gibson, therefore,

starboard quarter, and General Monck and many leewardly ships of other divisions a league or more on the larboard quarter, right to leeward of the Generals, when the fight began.

The Dutch fleet in a body bore down upon the Generals, and pressed upon the *Triumph*¹ with as many ships as could well lie about her, upon which Sir William Penn tacked, and his division, with their larboard tacks (as soon as they could), stood through the Dutch fleet one way, as Sir John Lawson with his division did the other.²

is that Lawson was on the starboard quarter of the *Triumph*, which would be in accordance with the movement afterwards ascribed to him.

¹ On board which were Blake and Deane.

² In some notes respecting Sir W. Penn addressed to his son, printed in G. Penn's *Mem. of Sir W. Penn*, ii., App. M., we have much the same story:—'Your late honoured father commanded the *Speaker* in the fight off Portland in February 1652-3, the wind NW; and being ahead of Generals Blake and Deane in the *Triumph* (well manned by your father to their hand) began the fight with the wind on the starboard bow, and when your honoured father saw the Dutch bent all their force to destroy the Generals, your father, with his division (in which was the *Assurance*, Robert Saunders, commander), tacked and stood through the Dutch fleet, with the wind on the larboard side, as Sir John Lawson (then Vice-Admiral of the Red), in the *Fairfax*, did with his larboard tack aboard, being about a mile on the starboard quarter, and as much astern of the General when the fight began, General Monck, in the *Vanguard* (then Admiral of the White), and all his division, being at least four miles to leeward of the Generals when the fight began; so as the main stress of that fight lay upon the red and blue divisions.' This account is taken almost verbally from one given by Captain Robert Saunders (*ib.* i. 478), who commanded the *Assurance*, in which Gibson sailed. I should imagine that Gibson's narrative was founded on that of Saunders. The two accounts of Lawson's proceedings are almost identical, the only difference of the slightest importance being that whereas, according to Saunders, he was astern of the Generals, according to Gibson he was astern of the General. Considering that Gibson in his narrative, printed in the text, writes of Lawson's position relative to the Generals, I think we may presume that if we had the MS. from which the account given by him in this note is

The Dutch made it their business to board several English ships, as Captain Day of the *Advice*, who freed herself, although the captain was slain. And Rear-Admiral John Bourne of the *Blue*, in the *Assistance*, was boarded by the Dutch, and had like to have been taken, &c.

After the Dutch fleet were to leeward the English pursued them, and the Dutch stood away; upon which such of the English frigates as sailed well steered out of gunshot of the Dutch fleet to windward on the larboard side, until they had got ahead of several Dutch ships of war; then set their starboard tacks and stand right with them, and boarded the first Dutch ship they could, none of their consorts daring to assist him, all the English fleet being in sight standing after. This way, and in the fight, the Dutch lost a third part of their fleet before they got home; and the English lost not one ship in this fight but what was retaken before night.

Captain John Edwin of the *Oak*, of 28 guns, a Dutch prize, clapt the *Ostrich*,¹ a Dutch ship of war of 56 guns, thwart the hawses in fight, and took her.

Before this fight (when the red, white, and blue colours were displayed off Dover) the navy boat-swains had the vanity to put up Dutch vanes, which in time of fight proved mischievous, several English

taken we should find that he too had the word as 'Generals.' The only real difficulty lies in the statement that Lawson had his larboard tack aboard. As it reduces the account of the battle, as given by Saunders and his copyist, to hopeless confusion, it may be allowable to suppose that in this case 'larboard' must be a misprint or mistake for 'starboard,' a mistake which is by no means unusual. Lawson, in fact, had but to sail on with his starboard tack aboard to impinge on the Dutch fleet as it came up to attack Blake and Deane.

¹ Estrich, MS.

ships of war firing at one another (when they could only see the vanes for smoke), taking them to be Dutch.

The Assurance had 17 men killed (whereof the master and boatswain were two) and 72 wounded in the fight. Following Sir William Penn, with the larboard tack, through the Dutch fleet, received (amongst many) a shot that cut away the leeward part of the fore-sail, a foot above the tack-sheet, and clewgarnet; the master himself went upon the bowsprit, unrigged the starboard fore-bowline, and brought it aft for a sheet, and by so doing kept her under command of the helm; otherwise the Assurance had been run down by several Dutch ships of war to windward coming down upon her.

I was aboard the Assurance in this fight as purser of her (by the title of steward), by warrant from the Commissioners of the Admiralty dated the 6th of January then past, as the Admiralty books in the Navy Office prove.¹

9. In May 1653² eight sail of frigates scouting ahead of the English fleet came in sight of the Dutch herring busses to the northward of the Dogger bank, who, seeing us, hastened away above half the compass from us. But there being 12 Dutch ships of war convoys to them, they lay by the lee and stayed for us to give the fleet of busses time to escape. And as the English ships of war came in shot of them, they laid by to windward of the Dutch, until the eighth ship (the Speaker) came up (the first 7 ships being but small 4th and 5th rates), who went upon the Dutch to rights³; the other seven bore up,

¹ This would be on January 6, 1653²/₃. His account of his own movements at the time of the fight off Dover (see pp. 10, 11) appears to show that the year must have been 1653¹/₂.

² This should be July 12, 1652.

³ *I.e.*, straightforward.

and went in with her. Eleven of which Dutch ships of war we took, and the twelfth escaped. The Arms of Holland, of 32 guns, surrendered to the Assurance, which she manned and officered, who were confirmed, being forthwith made an English ship of war.

I observe none of the English captains were blamed for lying still until the Speaker began.

I was actually aboard the Assurance in this action.

10. Captain Badiley of the Paragon (an old 2nd rate), Owen Cox of the Constant Warwick, Captain Reeves¹ (I believe) of the Phoenix, and another 4th rate, coming in 1653² from Smyrna to Leghorn,³ in their way for England with the Turkey fleet of about ten rich ships, off the Isle of Elba, the wind easterly, met with 8 or more great Dutch ships of war, who lay to intercept them. Badiley having the weather gage, seeing whereto he must, chose to bear down upon the Dutch, and thereby hazard the ships of war, rather than his convoys (who were ordered to keep to windward, and secure themselves as well as they could). Upon which Badiley leads the van, the Warwick next, being the least, and the Phoenix after the other 4th rate. The Dutch, ambitious to take Badiley, boarded him thrice, with one ship on each side. Badiley ordered his men to take all their fire first, and not to fire any guns below the upper deck until they heard his ship's great bell ring; by which not one of Badiley's shot missed, but tore such holes in the Dutch ship's hull, and killed and wounded so many Dutchmen with shot and splinters, as the two first boarders yielded to Badiley, but he wanting men to man them, kept

¹ Captain Jonas Reeves commanded the Elizabeth.

² This should be August 27, 1652.

³ MS. Livorne from the Italian name Livorno.

them fast until he had loaded his guns, then cut them away, and they never came into action afterwards. Before the other two Dutch ships came up to board Badiley, they had been warmly engaged by the three 4th rates, but they scorned to take much notice of them until the second boarding was over. So that Badiley with less difficulty repulsed them also. At the third boarding the Dutch had separated the *Phoenix* from the other three, boarded and taken her for want of a forecastle. But Badiley cleared himself of all their boardings and braggings.

The first boarding the Dutch captain called aloud, 'Badiley, Badiley, I will be aboard you.' Badiley answering, 'Come, and welcome.' After all the Dutch lay by to stop their leaks, splice their rigging, fish their masts, and bring new sails to the yard, that Captain Badiley and the other two frigates got safe into Porto Longone, where he found all his convoys. In which fight Badiley and Cox got great honour, the Dutch praising their conduct and courage.

11. Young Admiral Tromp,¹ with 20 Dutch ships of war in Leghorn Road to prevent Badiley and the Turkey ships joining several English ships of war then in Leghorn Mole,² left his own ship, and hoisted his flag aboard the *Phoenix* (lately taken from the English), Captain Cox went from Porto Longone to Leghorn, and laid a plot to retake the *Phoenix*, and hires a bumboat or two with good wine, to go aboard the Dutch Admiral and sell it cheap. At midnight, with 50 seamen in a fisher boat (wherein Cox was), claps the *Phoenix* thwart the hawse, and cuts her cables she rode by. At the same time the lieutenant of the *Leopard* (in Leghorn Mole), in another fisher boat, enters the *Phoenix*

¹ Cornelis Tromp, son of Martin Tromp.

² Mold, MS. The usual spelling of the time.

alongst her side, to stow¹ the Dutchmen and loose the sails. This business was so well managed as it took effect with only loss of the lieutenant of the *Leopard*, who after he had possessed himself of the steerage, in forcing open the great cabin door was killed by *Tromp*, who thereupon leaped into the sea and saved himself by swimming. After the sails were set, the English had some trouble to take the gun-deck and stow the Dutchmen.

Before all was over the Dutch fleet had taken the alarm, cut their cables, and gave the *Phoenix* chase, several of whom were found to outsail her. Upon which Captain Cox (who had the command of this action) calls all the English upon deck, and publicly asked if any of them ever had sailed in her before, to which one of them answered he had. Says Cox, 'Do you know her trim?' 'Yes,' says the seaman, 'slacken her after backstays, &c. ;' which they did, and in six hours after ran the Dutch fleet out of sight, then went to Naples, built her a forecastle, had her cleaned and refitted, sailed thence to Porto Longone, and rejoined her to Captain Badiley as before the fight.

William Lilly, in one of his Almanacks, takes notice of this action in favour of Captain Cox, who was his kinsman.

An uncle of mine was carpenter to a merchant ship at Naples when the *Phoenix* was brought thither, and who it was built her a forecastle there, as he afterwards told me.

12. Captain Colaert, son of the once famous Admiral Colaert of Dunkirk, not succeeding his father in that post of honour, went over to the French, and obtained a commission for himself for a ship of 36 guns and 200 men, and another for his brother-in-law Captain (afterwards our famous

¹ Secure them below.

Sir Edward) Spragge, of 26 guns, 150 men, and a patache¹ of 4 guns and 30 men, who fitted from Rochelle, to cruise upon the Spaniard and English at the West Indies.²

Captain Nicholas Heaton of the Sapphire, 36 guns, 150 men (at times out of prizes mounted 8³ saker more in her waist and upon the quarter-deck, having taken many prizes from the Dutch and French, gave his company more liberty to plunder than other captains, was at all times well manned) watches for their coming to sea, at the South Pertuis⁴ (the channel between St. Martin's Island and Oleron), at which time the Sapphire was clean.

They coming out of harbour (from Charleboys Road,⁵ before Rochelle) towards night, with an easterly wind off shore, next morning the Sapphire gave them chase, and they as readily clapt upon a wind to meet her. When the Sapphire could weather Colaert (well knowing who they were by former intelligence and their colours) she haled her mainsail up the brails, and with two topsails, fore-sail and mizen, bore down upon Colaert stem for stem, and in two ship's length, clapt upon a wind, and fired all his lower tier with round shot and bar shot, and his upper tier with round shot and partridge (or bags of old iron), and all his muskets at Colaert, and presently tacked, and fired the other broadside. Then down mainsail and stood away, keeping firing at one another while in shot.

¹ Potash, MS.

² This part of Spragge's career was not known to the writer of his life in the *Dictionary of National Biography*, where it is merely said that he was married at Brussels before 1660.

³ 08 in MS.

⁴ Partridge, MS. ; now Pertuis d'Antioche.

⁵ Chef de Bois. This is the name given to the point to the south of the Road of La Rochelle, now known as Pointe des Minimes, in a map in the pamphlet on *The Conduct of Admiral Knowles*, published in 1758. On the Admiralty chart (No. 2746) the Rade is called the 'Grand Mouillage de la Rochelle.'

In less than two glasses¹ all their great guns and muskets being loaded, and backstays shot-walnutted,² then about ship, and served Spragge, as his brother was served before. This was repeated three or four times to each, with this further disadvantage, that the Sapphire always coming up to windward of them, gave each dangerous shots under water and received none.

Towards evening the two brothers³ kept close together to succour one another (while they stopped their leaks), and the wind and sea increasing likely to put the Sapphire from using her lower tier, she left them, and stood after a Rocheller of 14 guns, bound to Greenland (that came to sea in their company for convoy⁴), as far as Cape Finistère, which she took, and carried into Plymouth.

Colaert and Spragge were so shattered in their hulls, and had so many killed and wounded as they were forced to return to Rochelle, and, for want of men and credit to fit them out a second time, utterly disabled from proceeding on their intended voyage.

Coming into the Sapphire as purser of her, in

¹ A glass is half an hour by the sand-glass.

² Falconer's *Marine Dictionary* (ed. 1769) gives *wall-knot* or *walnut* under *knot*. Probably what was done was to attach the backstay at intervals to the aftermost shroud by short pieces of rope (stoppers) having a 'walnut' on each end to prevent their slipping through the seizing, so that if it were cut by a shot the lower portion might not fall on the crew. This would be analogous to the 'snaking' of later times. Rear-Admiral Bridge writes as follows:—'In the Russian war I remember we "snaked" our backstays to prevent either leg of a pair, if cut by shot, from falling on the men or guns. The "snaking" was a piece of small rope—inch or inch and a quarter—seized to each leg alternately, the seizings being about a fathom, I think, apart. You will see that if either leg was cut the "snaking" could hold the lower part up.' In the seventeenth century there were not two legs to the backstay, and it would therefore have to be attached to some other part of the rigging, probably to the shrouds.

³ *I.e.* brothers-in-law.

⁴ In the MS. the parenthesis ends after 'Finistère.'

November 1655, before Captain Heaton¹ was removed into the *Swallow*, I had this account from the officers that were in this action. Which afterwards in 1671 was confirmed to me by Sir Edward Spragge, who said it broke his brother's heart, and forced himself to sail out of Brest, a volunteer, with Captain (afterwards Sir Richard) Beach.

This Captain Heaton (says fame) was trumpeter's mate of the *Triumph*, in which he behaved himself wisely and stout, in sight of the Generals, for which he was not long after (deservedly) rewarded with the command of the *Sapphire*, in which ship he took so many prizes that on a festival day, the yards, stays, backstays, and shrouds being hung with Dutch, French, Spanish, and Burgundian colours and pennants, variously intermixed, and the English colours and pendants spread, made a beautiful show, and raised the courage of all belonged to her.

I have one observation more to make on this Captain Heaton, that having newly tallowed the *Sapphire* in Cat-water (careening her by the hulk, and therefore without ballast, the old mainmast, being decayed, to get out) an order came from London (in case the *Sapphire* was there) to remove her to another station. Commissioner Hatsell sends for Captain Heaton, and shows him the order, and finding it not to their liking, Hatsell asked him what could be done. Says Heaton, 'Forbear writing this post, and write what you will the next.' This being promised, Heaton gives notice that all his ship's company were to be aboard next morning by day-break; and then appoints each man his station, himself being always upon deck, sees each man

¹ Heaton had been ill since September, and was not on board the *Sapphire* in November 1655. He may have still held the position of captain at the date given above. Gibson's dates are, however, subject to correction.

perform their work (by watches changing hands every two hours), takes aboard his ballast, carriages, guns, victuals, cables ; heaves out his old main-mast, and sets his new one, stay, shrouds and rattles¹ his shrouds, sets and rigs his topmast, bring his yards to the mast, rigs them and gets his sails to the yards, and his anchors to the bow, powder and stores of all sorts aboard ; leaves his officers at liberty to do it, and indent for them² ; and was at sea in 48 hours : during which time you could not tell whether the Captain was on board unless you had known him, so easy and regular was his command, that every man took a pride in performing it, as they did afterwards to relate this dispatch, every one of the ship being unwilling to quit their station, a third part of the ship's company being married and their wives in Plymouth.

13. General Blake his burning *in anno* 1654³ several Tunis ships of war at Porto Farina⁴ under coverture of several castles, platforms, and breast-works lined with soldiers by land, was a brave action ; and his reward was the sending him a pardon for doing it without order ; as Mr. Hill, in his 'Zealander's Choice,' tells the world.⁵

¹ Puts ratlines on the shrouds.

² *I.e.* verify the account of stores issued.

³ This should be 1655.

⁴ Near the north-west corner of the Gulf of Tunis.

⁵ *The Interest of these United Provinces, being a Defence of the Zealander's Choice.* By a well-wisher to the Reformed Religion, and the welfare of those countries [Joseph Hill], Middelburg, 1672. The passage is in section 12 :—'Admiral Blake, having brought some of his great ships before Tunis, battered down the castle, and compelled them to his terms, for which extraordinary service he expected the reward of gratitude at least. Instead thereof, by his next advice from England, he had a pardon sent him for endangering the fleet in such an attempt without orders.' The writer goes on to say that Blake, meeting the Spanish fleet off Cadiz, refused to fight it, because his com-

14. General Blake in 1656,¹ burning some, sinking and taking all the Plate fleet at Teneriffe, under coverture of their castles, platforms, and breastworks lined with soldiers ashore, and their galleons gunned, manned, and moored for defence, was a bold attempt.

15. Captain Potter, of the *Constant Warwick*, 32 guns, 140 men, came up in the night with Captain Richard Beach, of the *Sorlings*, 44 guns, 200 men, both pretending to belong to Whitehall. Beach asked who was there, to [which] friend Potter (well knowing him) answered, 'Your old friend Potter' (having taken him before in the *Tresco*²), to which Beach returned a curse and hastened away; but Potter took him hand to hand before he left him.³

16. In the Spanish war, 1660, Erasmus Brewer, of Ostend, commanded thence a ship of war with a cut head, thereby called *Stump-Nose*, of 36 guns, and above 200 men; to the northward about the Dogger bank fell in with the *President* and *Advice*, two 4th-rate ships, and the *Martin*, Abraham Aldgate captain, of 12 or 14 guns, and above 60 men. *Stump-Nose* being clean and the two 4th rates foul ships, quickly freed himself from them. But the *Martin* outsailing *Stump-Nose* was ruffled by *Stump-Nose's* stern chase until he got up within him; then the mission only allowed him to fight in the Mediterranean. The whole story is a pure fiction. Blake did not attack Tunis, nor did he have a pardon sent him.

¹ April 20, 1657.

² *Trusco*, MS.

³ From the names of Beach's vessels, they appear to be connected with the Royalist occupation of the Scilly Isles, for which 'The *Sorlings*' is another name, *Tresco* being the largest island of the group, except St. Mary. In a table given by Mr. Clowes, *The Royal Navy*, ii. 112, 'The *Sorlings*' is described as of 28 guns, formerly the royalist privateer, the *Royal James*, Captain Richard Beach, captured in 1654 near the Scilly Isles. The *Tresco* was captured in 1651.

Martin lying under Stump-Nose's guns, every yaw when loaded raked Stump-Nose fore and aft, and so plied him that Aldgate killed and wounded Brewer more men¹ than was on board the Martin. Brewer durst not stay or tack² for fear of the two 4th rates, who continued their chase to back Aldgate, who, finding Brewer to slacken his defence, called out to Brewer to yield (or threatened to sink him), which Brewer was at last forced to do by his men's running into the hold.

Brewer and his company were kept prisoners for some time at Chelsea College, where (having the curiosity to see him) I heard Brewer regret at his being taken by a horse-boat, as he called the Martin.

17. In the Spanish war before the year 1658 Captain Parker (afterwards Consul at Algiers³) commanded the Briar,⁴ a small 5th-rate frigate, about five foot high between decks, 22 small guns, and about 65 souls, of which 15 boys. After having been five months off the ground, went to Plymouth to clean and refit, was ordered out again by Commissioner Hatsell (in that condition) to cruise in the Channel for fourteen days until the Sapphire had taken her guns and stores out of the hulk at Cat-water. Captain Parker being about twelve leagues south from the Eddystone, the wind easterly, espied a sail from his topmast-head east of him standing out of the Channel. Upon which Parker altered his course from being upon a wind, and stood the same way, WSW, into the sea. In four glasses⁵ the sail came up towards him so fast as they could see her hull upon deck, the other having the same sail—viz., two courses and two topsails. In two glasses more

¹ *I.e.*, more men of Brewer's crew.

³ Argeir, MS.

² *I.e.*, go about.

⁴ Bryer, MS.

⁵ *I.e.* in two hours.

Parker (by his perspective glass) saw him bring his sprit-sail yard alongst ships with a design (as he believed) to board him. Upon which Parker ordered six ratlines of either shroud below to be cut away, and the shrouds below the other ratlines to be tallowed,¹ and all other ropes pending² the Briar's side, to prevent the enemy when boarding their getting up her side and climbing up the shrouds to cut down the yards. Next, Parker ordered all the small arms to be brought upon the upper deck, as muskets, pistols, pole-axes, brown bills, and half-pikes, and above all six baskets or more of his minion, falcon, and saker shot to be brought upon his quarter-deck. Next, Parker ordered a select quartermaster to the helm, and told his company that as long as he was able he would conn the ship himself. He ordered also a clear ship and run out his lower tier of guns, and directed that not one of them should be fired until he rung the ship's great bell, placed on the fore part of the quarter-deck, and that after the lower tier was fired every man between decks should forthwith hasten upon the upper deck, only leaving one man to every gun on that side they fired to make fast the gun and bar in the ports to prevent the enemy getting aboard that way. Before this was done the enemy spread his colours, the Ragged Staff,³ and after hailing one another and both owning what they were, they fired briskly one at another, only the Briar from above. When the enemy came up on the larboard side he endeavoured to lay the Briar thwart the hawse, but Parker prevented him by putting the helm a port, and the Briar becalming the enemy's sails they fell gently

¹ A long-used device against boarders.

² Hanging over.

³ The flag of the Spanish Netherlands.

board and board (this Spanish ship of war was the Fox, of Ostend, a single-deck ship of 18 weighty saker guns and 150 men, clean tallowed, and not three days from thence), who, endeavouring to enter the Briar, was warmly received with all her lower and upper guns loaded, below with round and bar, and above with round and bags of old iron and their muskets, and repulsed from entering her by half-pikes, brown bills, pole-axes, and pistols in the waist. But the gun-shot from the quarter-deck being flung out of their hands so fast that no one Fleming could abide to stay upon the Briar's main chains, or their own chains, gunwale, or upon their decks, but to avoid that storm of gun-shot jumped down into their ship's hold. Upon which the Briar's men entered the Fox, took her, and brought her into Plymouth.

This ship Fox proved to be a ship 14 foot longer and four foot broader than the Briar, sailed two foot to the Briar's one, and whose company upon even ground would have been a match for three such ship's company as the Briar's then was.

This stratagem of flinging of round shot from off the Briar, a two-deck ship's quarter-deck, into the Fox that had but one deck, with early taking away all occasion of easy getting into the Briar, who having all hands upon the upper deck in time, prevented the Fox's taking the Briar. And made good the proverb, the policy (ofttimes) goes beyond strength.

I had the relation of this in the Briar's great cabin from (my townsman) William Sanders, master of her in the action, not many days after it. At which time the Sapphire and Briar were both aboard the hulk in Cat-water.

18. Sir John Harman going with his fleet into

Martinique¹ and there burning several French ships of war, that then lay under coverture of their castles, platforms, and breastworks with soldiers, besides their own force aboard, was a bold and successful action.

General Blake's opinion of Sir John Harman was, that had he any great and hazardous piece of service to put him upon, he, the said Harman, would do it or die in the attempt. This I had (amongst other discourses of sea affairs) from Doctor Heath, that had been physician to General Blake, and after the Restoration was many years my weekly companion.

19. *In anno* 1671 Sir Edward Spragge with his fleet, consisting of 8 ships of war and 3 fire-ships, destroyed seven sail of Algiers ships of war at Bugia, under coverture of a boom, made with masts and cables, a great castle, several platforms of guns, and thousands of soldiers ashore. Besides their own strength, was a daring successful action. I was at Port Mahon, when Sir Edward fitted his fleet for this service, and took care of those men that were wounded in it, brought thither for cure as soon as the action was performed.

20. *In anno* 1673 at Cadiz, Captain Thomas Harman, of the Tiger frigate, took a Dutch ship of war (in sight of that place) of equal force, but double-manned, upon a challenge. Was a brave piece of service, and redounded greatly to the honour of the English nation.

21. Sir William Booth, when he commanded the Adventure frigate in the Mediterranean of 36 guns and 150 men, took, hand to hand, several ships of war of the Algerines² of much greater force, and

¹ Martinico, MS.

² Argiereens, MS.

more than double the number of men¹ that he had :¹ insomuch as the Algerines dreaded to hear him named. And no one Englishman has done his country more honour by sea in a single ship than this gentleman, Sir William Booth, in my memory.

22. Captain Jumper, of the Saudados,² took a French ship of war hand to hand of much greater force for guns and number of men, which afterwards was made an English ship of war, and named the Saudados' Prize, which Captain Jumper chooses to command in preference to the Saudados.

Honoured Sir,—I have neither conversed with persons or books about any of the foregoing passages, but as far as my memory can recollect send it pursuant to your command.

The Admiralty books in the Navy Office being able to prove the truth of these passages before the year 1660, and what have been done since, are for the most part in your own memory, and also recoverable. Wherein, if any pains of mine can be serviceable, pray command, Sir,

Your very humble servant,

RICHARD GIBSON.

Postscript.—Whatever relates to myself at the foot of any of the foregoing passages you may depend upon to be true.

London : 31 August, 1702.

¹ For an account of his failure on one occasion, see *Dict. of Nat. Biog.*, art. 'Benbow.'

² A corruption of Soldado.

2. MARCH (?) 1654.—*A DISCOURSE THEN BETWEEN AN ENGLISH SEA-CAPTAIN AND A DUTCH SKIPPER, HOW THE ENGLISH CAME TO BEAT THE DUTCH AT SEA.*

[B.M. Add. MSS. 11684, fol. 30.]

In anno 1659, accidentally meeting with Captain Foster at Plymouth (who commanded the *Phoenix* in 1654), I renewed my acquaintance with him, and invited him to a cup of beer, which he accepting, amongst other discourses this happened. Mr. Gibson (says Foster) you may remember that in March 165 $\frac{3}{4}$ (in company of the *Assurance* upon the Dogger bank) I took a Dutch ship richly laden with all sorts of drapery, linen, grocery, swords, pistols, &c., going from Amsterdam to Stockholm.

And having the invoices of her cargo delivered me by the skipper, I was by it enabled to serve myself, upon which account I treated him in a friendly manner, it proving to his advantage as well as mine. I having been at the East Indies in the Dutch service, spoke the Dutch tongue well; but there was no need of that, for the Dutch skipper spoke very good English, and was an understanding man. One day after dinner (over a bottle and pipe) I told him that the Lords States-General of Holland, being men of great abilities in State affairs, I did very much wonder they should be so much overseen as to begin a war with the English, when (like an eagle's wings extended over her body) our coast surrounded theirs for 120 leagues from Scilly to the Maas¹ in Holland one way, and as many from the Orcades thither the other way; and the wind blowing above three-quarters of the year westerly on the coast of England, made all our cape-lands and bays

¹ Maze in MS.

very good roads for ships to anchor^d at, so that converting our fisher boats into vessels of war, we could with them only, readily and speedily, put a stop to all your trade from France, Biscay, Portugal, Spain, the Mediterranean, Barbary, &c., through the channel to Holland, or force you to a circumnavigation round Ireland (as your East India ships) from all those places home; and having Ireland to clean ships at and victual could easily intercept your trade that way also.

To which the Dutch skipper replied that what I said was true; but they having but lately ended a successful war against the Spaniard, had many ships of war that sailed well, and many brave sea-commanders; and that the English had then but a small navy, that a smart fight or two would (like him that had but one pair of breeches, and they torn)¹ be forced to lay abed until they were mended, upon which they intended to block up our ports, stop our coal trade, and thereby force us to a peace upon their own terms. Besides, if all failed, they had our king on their side of the water, and (we being a divided people) doubted not of securing themselves by their espousing his interest. But, says the skipper, we fell into this mishap by an unforeseen accident thus. The Prince of Orange² endeavouring to seize the Bank of Amsterdam, and dying soon after,³ the Lords States-General (to hinder the like design) in the nonage of the present prince, turned out all his father's friends, by sea and land, and put in gentlemen creatures of their own. And your Parliament, by a like jealousy, put out all the king's captains that were gentlemen, and put in seamen to be captains that were creatures of their own.

¹ In the MS. the mark of parenthesis is after 'mended.'

² William II.

³ In 1650.

Thus (says the skipper) we came to fight the English with gentlemen-commanders at sea, and you us with seamen-commanders of your ships, and by this means you came to beat the Dutch. But if ever hereafter we should fight with the English, for the mastery of the sea, with seamen commanders, and you us, with gentlemen commanders, we should beat you.

3. *ENQUIRIES TOUCHING ISLANDS IN GENERAL, AND ENGLAND IN PARTICULAR, RELATING TO SAFETY AND STRENGTH AT SEA.*¹

[B.M. Add. MSS. 11684, fol. 22.]

THE preponderancy of the advantages or disadvantages (with respect to defensiveness only) arising to an island from the single consideration of its being such.

The like of the advantages or disadvantages (both defensive and offensive) arising to this island in particular, circumstantiated as it is with respect to its neighbouring continent, and to an especial capacity of its own, chargeable on the situation, number, and nature of its ports, condition of its seas, and the winds most affecting the same, the number and quantity of its inhabitants, its store of home materials for shipping, and provisions for men, or aught else conducive or obstructive to power maritime.

Answer.

The preponderancy of the advantages touching islands in general, and England in particular, relating

¹ It appears from the reference to the Battle of La Hogue (p. 41) that this discourse was written after 1692.

to safety and strength at sea are many, where they are an over-balance to the naval strength of their neighbours. As history informs us of the Athenians, Rhodians, Carthaginians, Romans, Venetians, Genoese, Danes, Portuguese, Spaniards, Dutch, English, &c. And to come near home, the Dutch took the Brill,¹ and recovered their lost freedom from the Spaniard (as the Athenians formerly did from the Persians) by their sea conduct and courage. And the Prince of Orange raised the siege of Leyden by the help of flat-bottomed boats and seamen.² And they and ourselves became secure by destroying the Spanish Armada in 1588. And while the Rochellers were masters by sea, they were above the French king's power of subjecting them.

Now islands have more ports, and consequently better opportunities to breed seamen, than other countries, where but part of it lie³ towards the sea. For instance, our Newcastle and Wales for sea coal to all the other ports; Chester, Ipswich, and Stockton for butter and cheese; Hull for lead; Yarmouth for cod, herrings, &c.; Cornwall for tin and pilchards; Arundel for malt, &c.; to Plymouth, &c.; Colchester for bayes, &c.; and Exeter for serge, &c.; London to and from all other ports for eatable, wearing commodities; and Thanet, Folkestone, and Rye for fresh fish; and to all our plantations with things of our own growth, in return for furs, masts, tobacco, sugars, cotton, indigo, ginger, &c., from Hudson Bay, Newfoundland, New Jersey, New York, Maryland, Virginia, Carolina, Bermudas, Barbados, Caribbee Islands, Jamaica, &c. So as whenever we leave off our wanton appetite for wines, silks, spices, and toys our home trade and colonies (having

¹ In 1572.

² In 1574.

³ The writer, here and in other places, is not tied by the rules of grammar.

secured Ireland and Scotland) will be enough to support us without dependence on, or trade to or with, any other people in the world. And no hurt to us by those colonies taking away our people were not the love of celibacy become a mode more in this age than ever was known since the days of popery. While the French, of thrice the extent of ground and riches, have little trade amongst their own coast, and but few merchant ships other than of 10, 15, 20, or 25 tons burden, derisively called by us (but truly so by them) the 'Grand Partie' when they amount to three or four score sail, loaden with salt, wines, vinegar, brandy, &c., from Bayonne, Bordeaux, Rochelle, Nantes, &c. ; to St. Malo, Havre de Grâce, Dieppe, Boulogne, Calais, Gravelines, and Dunkirk ; their Straits',¹ West India and Newfoundland trade being much inferior to ours.

But the advantages of our being an island is attended with other natural helps beyond any other spot of ground in the world ; as that the tides of flood, from Cape Clear round Ireland to the northward, and also through St. George's Channel, and both about Scotland one way, and also up the Channel the other, both tides meeting at the Long Sandhead,² jointly run up the River of Thames. Besides the winds blowing westerly for more than three-quarters of the year, makes all our cape-lands and bays opposite to the French and Dutch coasts good roads for all our great ships to ride at anchor with security out any winter storm beyond any land port of France, Flanders, or Holland. As Mount's Bay, Falmouth, Plymouth Sound, Dartmouth Range, Torbay, Lyme-bay, Portland, Weymouth, Yarmouth,³

¹ *I.e.* the Straits of Gibraltar, and by common usage the western basin of the Mediterranean.

² On the Goodwin Sands.

³ In the Isle of Wight.

and Cowes Roads, Stokes Bay, Spithead, St. Helen's, Bourne,¹ Fairlight,² Rye-bay, Romney and Hythe Bays, Dover Road, the Downs, Margate Road, and Birchington Bay, the Swale, Nore, Swin, Gunfleet, Hollesley³ and Aldeburgh Bays, Dunwich, Southwold, Lowestoft⁴ and Yarmouth Roads, Bridlington⁵ Bay, Scarborough Wick, the Tees, &c., by our being (as is said before) a weather shore, and in most bays, eddies; when our opposite neighbours the French have only Camaret Road,⁶ Sept Isles, La Hogue, Seine Head,⁷ Boulogne, and St. John's⁸ bays, Calais and Gravelines Roads, all but the first wild roads,⁹ and more than three-quarters of the year lee shores; while with a mean depth of water, as 6, 8, 10, and 12 fathoms, and small tides, all our ships can ride better at anchor with one cable on the English coast than with three cables on the French coast, running more than a double strength besides a double depth of water, than is on the English coast. The anchor hold is better on the English coast, being generally a stiff clay, chalk, or hard gravel, when on the French coast there is only a hard rock or loose sand.

While the Flemish and Holland coasts, where their water, by their number of sands, is of a less depth than ours, and consequently all their ports choked up with quicksands, makes it dangerous for all great ships to come near their coast, while at the same time our ships ride safe at anchor even betwixt our sands, by England's being a weather shore. We

¹ East Bourne and South Bourne, now swallowed up in Eastbourne.

² Fairlee, MS.

⁴ Leystoft, MS.

⁶ Outside Brest Harbour.

⁸ Possibly Sangatte.

³ Hosely, MS.

⁵ Birdlington, MS.

⁷ Cap de La Hève.

⁹ Open roadsteads.

trading with no ships to Flanders and Holland, but in our small craft, and by the lowness of their land, and mean depth of water, their and our ships are often stranded before they can see land ; while the English coast is not only a bolder shore, but by being high land may easily be discovered long before any ship can come near it. The Dutch ports are often frozen up two months or more in a year, when it rarely happens that the English navigation is stopped thereby.

Besides the French, Flemings, Dutch, Bremeners, Hamburgers, Danes, Swedes, Lubeckers, Dantzickers, &c., must all pass in sight of England to France, Biscay, Portugal, Spain, the Straits, Guinea, East and West Indies, or fetch a circumnavigation round Scotland and Ireland in the summer, of double the length and hazard, for time, stranding, or starving ; and yet (while we have Ireland) be ¹ as liable to be taken (had we war with them) as if they went through the Channel. This alone caused our former kings to give the portcullis for their impress.

And if we used only Cork, Kinsale, Guernsey, Dover, and Harwich, they might be made to clean ships of all sorts, so fast as in four hours after being out of port cleaned, to be in the roadway of purchase,² and give law to all the trade of France, and secure our navigation beyond all other yards and ports ; and exceed Charente,³ Port Louis,⁴ Brest, Morlaix,⁵ Havre de Grâce, Dieppe, Boulogne, Calais, and Dunkirk, from which ports our enemies oft annoy us.

The disadvantages (with respect to defensiveness only) arising to an island from the simple considera-

¹ By, MS.

² Ready to go out to take prizes.

³ Charrant, MS.

⁴ Port Lewis, MS., now known as the Port of Lorient.

⁵ Morlaux, MS.

tion of its being such are many ; as the Athenians found by their attempts upon several islands of the Arches,¹ and Sicilia (in which last they miscarried by banishing Alcibiades) ; and the Carthaginians upon their attempt of the same island, Sardinia, Corsica, Majorca, Minorca, &c.) ; and the Romans, after they were masters by sea, conquered all those places, with Cadiz, Cyprus, Rhodes, &c. To come home, the Danes conquered England by their navy, ravaging Lincoln and Yorkshire up the Humber, Kent and Essex up the Thames, Somersetshire, Gloucestershire, &c., up the Severn, and Cheshire and Lancashire, &c., up the Dee, thereby harassing our land armies to the obtaining a conquest (as Sir Walter Raleigh did at Fayal,² by attempting to land at one end of the island, thereby drawing all the forces of that island to oppose him, and, weighing anchor over night, next morning landed at the other end without opposition). Our headlands and bays giving receptacles to great fleets to ride safe, and the many places in this island to land at ; as Julius Cæsar at Deal and Roman's gate,³ and William the Conqueror at Pevensey, and his present Majesty at Torbay,⁴ and since that the French at Teignmouth, without opposition. And although King Henry VIII. and Queen Elizabeth endeavoured by building castles at convenient places to hinder invasions, yet none of them but Hull are of strength to oppose a formidable enemy from landing ; our enemy the French, by their bomb-vessels at Algiers, Genoa, Alicante, Malaga,⁵ &c., showing the way to command it under coverture of their bombs and cannons.

¹ A sailor's name for the Archipelago till recent times.

² Fiall, MS.

³ Probably Ramsgate

⁴ *I.e.* William III. at Brixham, in Torbay, in 1688.

⁵ Malacca, MS.

To lay, therefore, a lasting security from invasion for time to come, fortify effectually the entrance into Milford and Pembroke, Pendennis Castle, and some town adjacent (Falmouth or Penryn¹), Plymouth, Dartmouth, Lyme, Weymouth, Poole, Yarmouth, Newport, and Cowes in the Isle of Wight, Southampton, Gosport, Shoreham, Newhaven, Pevensey, Rye or Winchelsea, Romney or Lydd, Sandwich, Harwich, Aldeburgh, Southwold, Lowestoft, and Great Yarmouth, Bristol, Chester, and Whitehaven, to the bigness of cities,² and appropriate so many of the inland parishes adjacent as to bring their impotent aged idle people thither, to be set on work upon the fishing trade, spinning, carding, weaving, dressing hemp, &c., for shipping, will in half a century of years be brought to see the sweetness of trade and sea voyages. That and their fish diet, &c., will multiply them to double the number a like quantity of people in inland towns can arrive to ; and as Holland, increase to twenty-six cities in a county.

That, with immunities to trade separate from other ports (as in Holland), will (this way) divert all pretensions to an invasion, even by a royal army, and lay the foundation of a lasting greatness by such seminaries for breeding seamen, the want of which in a little time more may undo us, before we know how. By which, and an Act of Parliament to fortify and enlarge their ports, and to join the collection for the poor in the inland parishes to the support of and for employing the poor at each seaport town, will not only be of moment to increase seamen, but in case of an invasion (with a little help of the militia) be able to prevent the enemy's being recruited with men, ammunition, or victuals, and help the adjacent parts to secure their lives and

¹ Perin, MS. ² *I.e.* and enlarge them to the size of cities.

estates presently : and by dwelling upon the sea-coast (as heretofore Hugo de Burgh did against the French, with the aid of the Cinque Ports) be able (as Rochelle once was) to set out a navy of themselves, able to give the enemy battle by sea (if not altogether by ships of war) by fire-ships and clean frigates : and the sea government at all those places by courts of Lode manage ¹ (Trinity Houses) at each, and the lesser seaports adjacent to be made limits to the greater,—or spoil them (as the Genoese, Savona) to prevent the people's dividing—be naturally under command as at the several Admiralties at Holland.

To give a present instance of the riches and naval strength of the little island of Walcheren (alias Zeeland) compared with the kingdom of Spain, Ireland, Portugal, Elector of Brandenburg, Scotland, Muscovia, &c., being much above an equal match at sea to either.

Navigation, where it flourishes (by getting food out of the sea and work for the poor), increases the inhabitants amongst the sea coast to double the number in proportion. But in the kingdom of Spain, who retire from the sea-coast and make steeples of their houses, to lodge their families in the night to prevent captures by the Moors. And it is and hath been visible to me that the decay of our sea trade and seaport towns since anno 1660, came by our many great wars since, with bad payment of the navy and quartering of sick and wounded men in the several private houses, neglecting their harbours, as at North Yarmouth, Southwold, Harwich, Dover, Rye, &c., are accidental mischiefs towards our losing the mastery by sea, but yet fall short of that great evil of putting our naval strength into the hands of our gentry. As may be observed also from the

¹ *I.e.* pilotage.

history of all nations who were ever great by sea, and have since lost it, to come from the same fountain; visibly seen in the kingdoms of Denmark, Spain, Portugal, the Genoese, and ourselves, compared with our neighbours; heretofore and now—the whole power of the empires of Ceylon and Java Major not being able to hinder the Dutch from taking possession of all their seaports, or as many of them as they incline to keep.

Compare the disadvantages arising to England as an island by the great charge the nation was put to when the Earl of Torrington retreated from the French,¹ by our having many thousands of the militia in arms (above 30,000 men in Cornwall and Devonshire), and yet not able to prevent the French from plundering of Teignmouth,² near Topsham, and burning houses and vessels there, with the advantages we are supposed to have over the French by putting their king upon fortifying all his seaports, not omitting creeks and bays where he supposes we may land. And the great charge he was at last year by his troops and *arrière-ban*, their lying alongst his coast of Picardy, Normandy, and Brittany after his being beat at La Hogue. And whenever we come to lose the mastery of the sea to the French, Guernsey, Jersey, Scilly, and Ireland (if not the Isle of Wight) will unavoidably fall to their share.

Nor would the Dutch have attempted to buy Scilly of King Charles II.³ (when in exile), but the opinion they had of their being more powerful than the English at that time by sea.

¹ After the Battle of Beachy Head in 1690.

² Tingmouth in MS. This is still, or at least was not long ago, the local pronunciation.

³ In 1650 Charles offered the Scilly Isles to some Dutch merchants of Amsterdam as a pledge for the loan of 50,000*l*. The negotiations came to nothing.

And the French king was forced to quit Messina after De Ruyter joined the Spanish navy in the Straits,¹ and by it making an over-balance to the naval strength of France in those seas. That alone (to secure our trade) have oftentimes forced the English to court the Algerines, Tunisians, Tripolitans, and king of Morocco into a peace, when at the same time (upon a like account) we have forced the Dutch, French, Danes, Portuguese, Duke of Tuscany, &c., into our terms of peace. And the Venetians, by their being an over-balance to the Turk by sea, do thereby not only secure their disjointed territories, but have taken the Morea, and lately attempted Candia. They were once masters of that and Cyprus, and by putting their navy into the hands of their gentry lost both.

The Portuguese may solely attribute their grandeur to their maritime strength, by which they have colonated the Azores, and Flemish Islands, Brazil, Guinea, Angola, Mosambique, Ormus, Goa, Diu,² Malacca, &c., in the West and East Indies and Africa. As the Spaniards in America and Philippine Islands. And the Dutch since, at Guinea, Cape Bon Espérance, the East and West Indies, &c., and while a balance to their neighbours by sea in no pain to secure them.

But the advantages of wind, tide, and situation of our country (beyond what the French can have upon us) is attended with a yet further advantage of our tide-haven ports, witness Dover pier, where I have known several of the smaller fourth-rate ships come in to clean, have (before the ship sewed³) put all

¹ In 1675. The statement in the text is untrue. After three battles in 1676 the French had the mastery.

² Dive, MS.

³ Sued in MS. For the meaning of the word—to be left dry—see *Defeat of the Armada*, i. 16, note 1.

their heavy guns ashore, and that low water tallowed one side, and the next low water the other side, and been at sea with a month's victuals in 48 hours from her first coming into port to clean. And consequently all our fifth-rates may have the same despatch whenever ordered. And had the repairs of that pier been put into the hands of the Trinity House there, as by Act of Parliament it was into that of the Justices, &c., half the money given would have made it as good a port as ever it was in a hundred years past.

The like method to clean ships may be practised at Hull and Harwich to the northward, and Rye, Southampton, Cowes, Weymouth, Dartmouth, Catwater, Hamoaze, Fowey, Falmouth, Helford, Scilly, and Milford westward ; where, at low water, being a small shingle or hard sand (at all those places), shipping haul ashore and wash and tallow ; whilst the rockiness of the ground and rapidness of the tide on the French coast (by the water falling away too quick) hinders them to fall into that way of cleaning their ships, but at St. Malo, where they lay a week or two for a wind to get to sea, when we seldom or never stay an hour in port after being cleaned, but by warping (by the shoalness of the water and smallness of the tide) can get to sea as often as we please.

But as long as we have the Island of Guernsey, where we may clean even the biggest of our ships without hazard all the summer, and by it alone put a stop to all the trade to Normandy, Picardy, Calais, and Dunkirk, from and to Bayonne, Bordeaux, Charente, Rochelle, St. Martin's, Nantes, &c., and by it in a little time destroy the piracy of St. Malo.

Our advantages of oak and elm timber, the best in the world for shipping, and which splinters the least by gunshot, and (as long as our country will

bear hemp to grow) canvas and cordage, lead for shot, and iron for guns, shot, bolts, anchors, and the finest for locks, sea coal to work it, provisions for the belly of all sorts in great plenty, and fir masts and plank of all sorts from New England, and possibly tar, &c. The many ports for trade, numerous advantages to breed seamen, fishermen, watermen, bargemen, beyond the French, woollen to clothe us, &c., stand in very little help from our neighbours to equip a fleet, to be able to fight all the world by sea. So as if the Algerines had England, or should we fortify so as to draw our strength to the seaports, we should not easily lie liable to an invasion ; but be of strength, by choosing our captains (by a ballot-box) out of each port, and they and their officers out of the class of masters, boatswains, gunners, master's mates, &c.),¹ to command all the kingdoms, &c., lying on the Baltic, Hamburg, Bremen, Holland, Flanders, and France, and by it force them into a trade upon our own terms, by the usefulness and duration of our own commodities (which will require a separate discourse), but also pay us tribute for leave to pass through the Channel. When at the same time we might freely trade to all our colonies abroad, and so guard their return as to prevent all Europe from hindering or putting a stop to our trade as long as we are able to keep Ireland.

What obstructs our power maritime is, the putting our navy into the hands of gentlemen commanders, who for the most part not only spoil the sailing of their ships by over-masting, and consequently over-rigging them, but by putting too much canvas into their sails, thereby bringing their ships to be walt (that is, crank-sided), to make them lie along when upon a wind, and by it carrying many masts by the board unnecessarily, as well out of chase as in it.

¹ See the remark of the Dutchman at p. 33.

And likewise by over-building, over-gunning, and over-manning their ships, and not making it their business to find their trim. And by placing lieutenants over their seamen, out of gentlemen, thereby stopping the preferment of the best, and giving it to the worst, who seldom know how to preserve their men, or take proper methods, when in fight, to annoy their enemies, or secure themselves or their friends, and by it too oft domineering over the best seamen, and hindering others more able than themselves to come voluntary into the navy, by ill-using them when there, and putting a stop to their preferment, as experience frequently shows, by the loss of the *Sapphire* by the ignorance and cowardice of Logan, her lieutenant,¹ aggravated of late by a superfetation of 2, 3, 4 and 5 lieutenants in a ship, not effectually qualified to be midshipmen, when at the same time the best midshipmen, master's mates, and masters are for ever hindered from being preferred in the navy. And in several emergent

¹ On Sept. 16, 1670, a court-martial was held upon Capt. John Pierce, commander of the *Sapphire*, lost on March 31 on the coast of Sicily, and his lieutenant, Andrew Logan. Twelve witnesses swore 'that the said ship was basely and shamefully lost through the default and cowardice of the said captain and lieutenant, who, upon the approach of four sail supposed to be Turks' men-of-war, being possessed by a panic fear, ordered the ship to run from them, refusing to let go the anchor till the ship was struck, contrary to the sense, not only of the master and purser, who persuaded him to fight, the ship being in a fit posture, but of the whole company, who declared their readiness and desire of it by their cheerful acclamations.' On this the Court sentenced both of them 'to be shot to death on Monday, the 26th inst., on board any of His Majesty's ships or vessels of war, according as the President of the Court, Sir Jeremiah Smyth, should direct' (*London Gazette*, September 15-19). I owe this reference to Mr. Oppenheim, who refers in his *Administration of the Royal Navy* (i. 319, note 3) to an extract from the Burial Register of St. Nicholas, Deptford, showing that the sentence was carried out.

occasions, as Lieutenant Carteret when Sir John Lawson was wounded,¹ and Lieutenant Darby of the Sandwich, when Captain Hastings was mortally wounded, and Lieutenant [Sackville Webb] of the Hampton Court when Captain Graydon was wounded, &c., to choose the worst way of giving over their commander's design, and by it cause the crown not² only to lose the service of those particular ships in time of greatest need, but also of those ships ordered to follow them. So Sir William Berkeley³ lost the Swiftsure, and all those ships that followed him, and Sir Robert Holmes's ill conduct⁴ occasioned our not taking the Dutch Smyrna fleet.

It's confessed we want people. To help this evil (besides inviting as many as can by the method afore-said to the seaside), prohibit all French wines (its tartar, &c., hindering proliferation), and put a mulct upon all men that live single after twenty; restrain all (that may be) lewd women, or (as at Venice) provide for their illegitimate issue, privilege (as in Levitical law) all new married men a year or more from the war, and all that have four children, and make all unfree Protestants where they marry a freeman's daughter (as at Plymouth, &c.) freemen by their wives' copyhold, and let bankruptcy (as in Holland) have a favourable issue, that the industrious may not starve in prison.

The quality of its inhabitants is by all historians observed and agreed upon to be martial, whether from the quantity of flesh eaten by the English beyond any like number of people in the world, or from its being oft times at wars with their

¹ In the battle off Lowestoft, June 3, 1665.

² Now, MS.

³ Bartlett, MS.

⁴ 'Holmes's ill conduct,' writes Professor Laughton, 'is apocryphal. He did not take the Smyrna fleet because he had not force enough.'

neighbours, or from our many great intestine wars, or from the freedom enjoyed by its inhabitants, or from our air (as is observed of our mastiffs, who degenerate by living in another country) I am not able to determine. But it is observable that we are less afraid of death or, when under a stout general by sea or land, are found as seldom to turn their backs upon an enemy as any people of the world. As the French king said of the Duke of Albemarle's three days' fight at sea,¹ that then the English were beat, for that he knew no people in the world would endure beating three days together but the English.

Many observations could be made of the brave actions of the English within half a century of years that have come to my knowledge, that may be compared with the actions of any other people upon the face of the earth, by their joyful carriage by sea and land when in most danger, and the little fear that criminals have of death. And is it not a great pity that our carriages should be so often baulked through ill conduct?

¹ Commonly known as the four days' battle, but as there was no fighting on the third day it may be described as above.



PART II

THE APPROACH OF WAR

INTRODUCTORY

a. The Causes of the War

THE opinion which for a long time prevailed that the outbreak of war between the two Republics was the result of the Navigation Act must either be altogether rejected, or at least accepted only under the severest limitations. Though the three Dutch Ambassadors, Cats, Schaef, and Van de Perre, who arrived in England on December $\frac{1}{2}$ ⁵, 1651, to negotiate an agreement with this country, were instructed to do their utmost to obtain a repeal of this Act, there is nothing in their correspondence to show that they were prepared to make a *casus belli* of the refusal given them, or even that they considered that refusal to stand in the way of a good understanding with the English Parliament. On the other hand considerable allowance must be made for the irritation caused amongst Dutch merchants and seamen by the interruption of trade resulting from the operation of the Act, and this irritation must undoubtedly be taken into account as a predisposing cause of war. That Act forbade importation—not, as the Act of Charles II., exportation also—into England, her colonies and dependencies, of goods not the produce of the country to which the importing vessel belonged. The letter of February $\frac{4}{14}$ from the Board of Admiralty in Zeeland (No. 10), complaining of the seizure of Dutch

ships at Barbados and the ill-treatment of their crews by Sir George Ayscue, refers not to the Navigation Act passed on October 9, 1651, but to the Act of October 3, 1650, prohibiting all trade, whether in imports or exports, with certain colonies upholding the cause of Charles II. against the Commonwealth.¹ Yet, bitter as the complaint was, I have found no evidence of any action being taken on it by the States-General. It may be conjectured that responsible statesmen refused to deny to England the right of legislating for the protection of their own trade. The effect of such proceedings on popular feeling in the Netherlands is another matter.

Nor can the resentment which ultimately landed the two nations in war be ascribed to Dutch indignation at the reprisals upon Dutch shipping authorised by the English Government in retaliation for real or supposed injuries done to English traders by the Dutch. The dispatch of the Dutch Ambassadors dated ^{Jan. 23}_{Feb. 2}, 1652 (No. 8), distinctly states that they had been unable to discover more than one case in which such letters of reprisal had been granted—probably that of Paulet's administrators (see Nos. 6, 7, 9). The real trouble arose out of that informal maritime war with France which began in 1649, and was only brought to an end in 1655. The seizure—probably by French men-of-war—of English shipping in the Levant in the former year, had been followed by letters of reprisal, and these were followed in turn by similar proceedings on the French side. The consequence was that though the relations between France and England were ostensibly those usually prevailing in time of peace, a large number of English privateers, as well as men-of-war, were doing their best to capture French vessels, whilst Frenchmen were not slow to retaliate in kind.

When a state of war exists between maritime nations it becomes almost impossible to avoid the infliction of injury upon neutrals, and it is then unavoidable that

¹ Scobell, ii. 132. It is singular that in 1655, when the war was at an end, Penn, by instructions from the Protector, seized Dutch shipping at Barbados and elsewhere in the West Indies, on the ground of this Act, though the colonies had long submitted to the Commonwealth.

neutrals, feeling themselves aggrieved, should complain of harsh treatment at the hands of belligerents. In the case now under consideration the ill-feeling was increased by the fact that the two governments adopted different views of the law of maritime capture. The Dutch were not only anxious to establish the doctrine that the flag covers the goods except in the case of contraband of war, but had actually embodied it in a treaty with Spain signed in 1650.¹ The English Admiralty Court, on the other hand, when Dutch vessels were brought before it, judged French goods on board them to be good prize in accordance with the maritime law which had prevailed in Europe for centuries, and though it took care to release the ships with a promise of such payments as were required by that law, it was unable to prevent a sense of injury amongst Dutch shipowners, whose compensation, besides being less than that to which they judged themselves to be entitled, was often delayed (see No. 11). Moreover the Dutch had no redress offered for the greater loss which must ensue as soon as French shippers discovered that it was unsafe to entrust their goods to Dutchmen. It was only natural that this state of things should be regarded with very different eyes in the two countries. The English Government never for a moment thought of giving way, and the suspension of the letters of reprisal granted in the Paulet case (Nos. 6 and 21) referred only to those granted directly against the Dutch, giving no concession to merchants or shipowners in respect of the French goods carried by them. The ill-feeling provoked in the Netherlands in consequence of the practical hardships resulting from a divergency of view on the legal question involved was, doubtless, considerably hardened by the rough treatment to which Dutch sailors were subjected by Englishmen, the reality of which is shown not merely by such a story as that which the Dutch Ambassadors had to send home concerning Dirck Dirckxzoon (No. 12), but by the extraordinary declaration issued on February $\frac{1}{2}$ 6 by the judges of the English Admiralty Court (No. 13), in which they found it necessary to prohibit the torturing of Dutch

¹ Dumont, *Corps Diplomatique*, VI. i. 570. See also in the present volume *infra*, No. 39.

sailors on board prizes captured by privateers, with the object of extorting from them confessions that the goods on board were the property of Frenchmen. The rudeness from which even Dutch ships of war had to suffer is further exemplified by the letter in which Vice-Admiral Evertsen describes the treatment to which he had been subjected at Falmouth (No. 64). Such behaviour was no doubt the outcome, amongst a rough class, of the state of mind which had led the politicians at Westminster to produce the Navigation Act; and which arose from a feeling of anger and dislike entertained by Englishmen against a prosperous commercial neighbour whose business transactions were so much more extensive than their own.

Such proceedings speedily led to an irritation in the Netherlands, more especially in the province of Holland, to which most of the ships condemned by the English Admiralty Court belonged. In a letter written on February $\frac{14}{4}$, De Witt, the Pensionary or official Secretary and Minister of the Provincial States of Holland, told his correspondent that Holland 'had expected more friendly feeling at the hands of that Republic.' 'It is, however,' he continued, 'to be hoped that the English Government will not be so blinded as to seek our mutual ruin, which, in case of rupture and hostilities, is, in my opinion, to be feared not less for them than for us, so that I have still confidence that this not too pleasant beginning will be crowned by a good and firm alliance.'¹ About a fortnight later, on ^{Feb. 22} ~~March 3~~, the resolution taken by the States-General to fit out 150 additional ships of war (No. 16) was taken, as soon as it was known in England, as evidence of a determination on the part of the Dutch authorities to make good their position by force rather than by argument. The Ambassadors, indeed, did their best to soften the intelligence, telling the English diplomatists 'that their H.M. intended, for the maintenance of their free navigation, to send to sea 150 ships of war besides those they had already afloat, with an express protestation that they had not the least intention of doing the slightest harm to any of their allies, or to neutral States—far less to England, but merely to preserve their own free naviga-

¹ Geddes, *The Administration of John de Witt*, i. 197.

tion.¹ It was unavoidable that the announcement on March $\frac{5}{15}$ to the Council of State at Westminster, that 150 ships were to be added by the Dutch to the 76 already afloat,² should be treated in England as equivalent to an intimation that the Dutch intended to enforce their claims by warlike action if necessary, especially when it came to be known that the object of putting so large a fleet to sea was to challenge the claim of English men-of-war and privateers to capture Dutch vessels suspected of having French goods on board. The Declaration of Paris, which sanctioned the Dutch contention that the flag covers the goods, having been accepted in 1856 by almost every European nation, we can think with equanimity of the Dutch contention to that effect as one destined ultimately to prevail, but it was not to be expected that our ancestors in 1652 should regard such a plea otherwise than as an impudent attempt to alter to their own advantage the existing maritime law of Europe. The innovation was one to which England was by no means in a mood to yield.

The fitting out of the 150 ships to maintain what the Dutch called the freedom of the seas was indubitably a long step in the direction of war. From that moment the negotiations on the English side assumed a harsher tone. Blake, who, with Deane as his colleague, was one of the Generals-at-sea, and had recently been appointed to the command of the fleet (No. 23), was ordered on March $\frac{8}{18}$ (No. 26) to collect his ships in the Downs with all expedition, whilst the orders issued from that day onwards breathe warlike preparation in every line. As far as the intentions of the Dutch are concerned, we have the report of the Boards of Admiralty and the Directors proposing certain instructions to be given to the Commander of the new fleet (No. 24). Later, on $\frac{\text{April } 30}{\text{May } 10}$, we have a set of draft instructions reported by the deputies of the Boards of Admiralty to the States-General (No. 81), and these having been submitted to Tromp, who had been appointed to the command, we have the Admiral's comments in a letter of May $\frac{3}{13}$ (No. 82). The instructions in their final and corrected form, as

¹ Quoted by Geddes, *J. de Witt*, i. 128, note 5.

² *Add. MSS.* 17617, U, fol. 124.

Jonkheer van Riemsdyk informs me, are not to be found in the Archives of the Hague, a loss which is of less moment, as the seventh and eighth articles—by far the most important—are embodied in the instructions issued by Tromp to his captains on May $\frac{1}{2}$ $\frac{5}{5}$ (No. 89). From these it appears that Tromp was directed to free Dutch merchantmen from 'visits or searches,' and to engage and, if possible, to capture all foreign ships attempting to visit or search Dutch ships. As a matter of fact the war broke out on another question altogether; but it is evident that the Dutch challenge of the right of search would inevitably have brought on war without much delay, and may, therefore, fairly be regarded as the determining cause of the war.

b. The Organisation of the Navies.

Since ^{Feb. 23}_{March 5}, 1649, the supreme control over the English navy, which under the monarchy had been in the hands of the Lord High Admiral acting under the Sovereign, had been vested in the Council of State appointed by and acting under Parliament. The ordinary direction of naval affairs was, however, placed in the hands of a committee, known as the Admiralty Committee, but sometimes as the Navy Committee, composed of members of the Council, of which Sir Henry Vane the younger was chairman, the secretary being Robert Coytmor, whose name will frequently be found at the foot of letters here printed. Subordinate to this body were—to use Mr. Oppenheim's language—'the Committee of Merchants of Navy and Customs, and the Commissioners of the Navy.' The first-named of these two committees took no practical part in the administration, was early requested to leave the management to the Navy Commissioners, and was dissolved in 1654.¹ It will be found that the Navy Commissioners are sometimes styled the Navy Committee.

'The brunt of administrative work and responsibility,' writes Mr. Oppenheim, 'fell on the Navy Commissioners, who, so far as may be judged from the letters and papers relating to them and their work, laboured with an attention to the minutest details of their daily duties, a personal eagerness to ensure perfection, and a broad sense of their

¹ Oppenheim's *Administration of the Royal Navy*, i. 346.

ethical relation towards the seamen and workmen, of whom they were at once the employers and protectors, with a success the Admiralty never attained before, and has never equalled since.’¹ The names of these Commissioners in the early part of 1652 were John Holland, Thomas Smith, Peter Pett, Robert Thompson, and Robert Moulton ;—Richard Hutchinson, the Treasurer of the Navy, frequently signing with them. ‘The Admirals and captains at sea,’ to quote Mr. Oppenheim again, ‘were ordered to address the Commissioners direct on all administrative details, thus leaving only matters of the highest importance to be dealt with by the Admiralty Committee. In some ways the relative position of superiors and inferiors seems to have been reversed, for on one occasion we find the Committee writing to the Commissioners about a course of action the former had decided on, that “as you disapprove” of such procedure, it is not to be adopted ; and it frequently happened that the Council of State communicated directly with the Navy Commissioners, ignoring the intermediate Admiralty Committee.’² The actual command of the fleet was entrusted to the Generals-at-sea. Three of these had been appointed in 1649—Blake, Deane, and Popham. Popham was now dead, and Deane was employed in military service in Scotland, so that Blake was alone available. As yet neither a vice-admiral nor a rear-admiral had been appointed.

Whatever may be said about the advantages or disadvantages of government by committees, the English system at least provided for a due subordination of one authority to another. Since the abolition of the separate jurisdiction of the Warden of the Cinque Ports,³ there were no local authorities to clash with one another. The political unity of England was reflected in the administrative unity of the naval system of the Commonwealth.

It was far otherwise with the Dutch Republic, the political constitution of which was that of a loose confederation, in which the municipalities sent to the seven Provincial States deputies responsible to themselves ; and

¹ Oppenheim’s *Administration of the Royal Navy*, i. 347.

² *Ibid.* i. 348.

³ Thus justifying the action of James I. in accumulating the Admiralty and the Wardenship in Buckingham’s favour.

the Provincial States in turn sent deputies after the same fashion to the States-General. Sovereignty, instead of being unified, as in England, rested ultimately on the municipalities, with the result that no important resolution could be taken till it had been discussed and approved by seven Provincial States and the municipalities. Such cumbrous machinery was quite unsuitable to the management of war, and four stadholders of the House of Orange had consequently been entrusted with supreme control over military and naval affairs, holding, so far as the fleet was concerned, the post of Admiral-General, till the death of William II., in 1650; the stadholdership had been abolished, and its authority merged in that of the States-General, very much as in 1649 the authority of the King of England had been merged in Parliament.

Even whilst the stadholdership was still flourishing Admiralty affairs were not administered with much regard to unity of jurisdiction, except so far as the existence of an Admiral-General in the person of the Stadholder, overburdened with military and political business, could supply the want. Local feeling and prejudice were too strong for that, and there gradually sprang into existence five Boards of Admiralty: (1) at Middelburg for Zeeland, (2) at Rotterdam for South Holland or the Maas, (3) at Amsterdam for North Holland, (4) at Hoorn or Enkhuizen for West Friesland,¹ or, as it was usually styled, the North Quarter, and (5) at Dokhum—till 1645, after which date the Board sat at Harlingen—for Friesland.² The arrangement was completed in 1597, when instructions were issued by the States-General directing that the Boards should consist of seven members, four of them being appointed by the States-General on the nomination of the Provincial States of the province to which each Board respectively belonged, and three taken from the provinces to which it did not belong. This plan served, at least to some extent, to obviate the entire prevalence of local feeling in the Boards, but it could not inspire them with that unity of spirit which is essential to

¹ West Friesland is the peninsula running into the Zuider Zee on its western side. The province usually known as Holland was officially styled Holland and West Friesland.

² The instructions of the States-General on this subject are printed in Tjassens' *Zee-politie*, App. I.

good administration. Over each of these Boards the Prince of Orange presided as Admiral-General, or, in his absence, his Lieutenant-Admiral. Each member had to swear fidelity to the States-General, and obedience to the Admiral-General. Twice a year deputies from all the Boards were to meet, in order to come to an understanding with the Admiral-General on the measures to be taken. Such, at least, was the desire of those who drew up the Instruction of 1597, with the obvious intention of securing unity of action. The local spirit, however, proved too strong, and these joint meetings were only occasionally held at irregular intervals of time. Long before the end of the war with Spain complaints arose of the inefficiency of these Boards of Admiralty, whose financial resources were far from being adequate to the demands made upon them. Yet, though the Republic was weak in organisation, it was strong in the energy and public spirit of its municipalities and its individual citizens; and in 1631 the States-General accepted an offer from certain merchants and ship-owners of Amsterdam, Hoorn, Enkhuizen, Edam, Medemblik, and Harlingen to send forth at their own expense additional ships to serve as a convoy for the merchantmen bound for Norway or the Baltic, on condition of the observance of certain conditions assuring the control of the Admiral-General and the Board of Admiralty of the district. The persons who fitted out these ships were qualified with the name of Directors, and, in spite of the disputes which grew up between them and the Boards of Admiralty, the services they rendered were so great as almost to necessitate the maintenance of the new system. Before long the Directors' ships were employed to strengthen the national fleet, and had their full share in the victory in the Downs in 1639. In course of time the Directors, besides or instead of lending ships of their own, hired ships for the service of the State, and were themselves nominated by the towns in which they resided, so that Directors' ships at the time of the first Dutch war may be taken as ships offered by municipalities in addition to those furnished by the official Boards (see No. 16).

With the abolition of the Stadholdership in 1650 this loose organisation became still more loose. The officers of ships, for instance, had hitherto been appointed by

the Admiral-General on presentation by the Boards of Admiralty. The appointment was now transferred to the States-General, few of the members of which had any knowledge of maritime affairs, whilst they were all far more subject to local pressure than the Admiral-General had been. The five Boards of Admiralty, no longer officially dependent on a single person, acted partly under the authority of the States-General, partly under that of the States of their respective provinces, partly in their own name. In financial matters the change was most severely felt. The need of money for the fleet was greater in the war with England than it had been at any former time in the history of the Netherlands, and now that there was no longer an Admiral-General to support the demands of the Boards their cry for money was likely to fall upon deaf ears.¹

After the Peace of Westphalia in 1648, the Admiralties were bound to keep 40 ships at sea; and to these 36 had been added in 1651. If the orders of the States-General to add 150 in 1652 were carried out, the Republic would have no less than 226 ships ready for service.² As a matter of fact, the five Boards of Admiralty were not capable of furnishing the 100 ships required of them. Their storehouses were sparsely filled in consequence of the general expectation that peace was likely to endure, whilst it was difficult to find a sufficient number of merchant ships to be hired, and it was only by hiring merchant ships that the ships required could be furnished in so short a time. Even if the ships could be acquired, there remained the difficulty of manning them. Above all the Boards were in financial straits. The Provincial States were slow in responding to the resolution of the States-General by sending in contributions, whilst the Boards themselves were burdened by past debts, and, therefore, incapacitated from contracting new ones. The Directors being drawn from the wealthier classes were in better case, and they—notably those of Amsterdam—showed a good example.³ The number of ships available

¹ This account of the Dutch naval organisation is based on that of De Jonge's *Geschiedenis van het Nederlandsche Zeewesen*, i. 171-403.

² *Ibid.* i. 411, note 4.

³ *Ibid.* i. 111, 112.

at the end of May for service under Tromp, the Lieutenant-Admiral of Holland,¹ was 112 (No. 132); whilst the number of ships appointed in January to serve under Blake was 59. It is true that 26 more were to be found in different parts of the world, making a complete number of 85 (p. 64). The news of the intention of the Dutch to set out 150 additional ships reached Westminster, as has been said, on March $\frac{5}{15}$. Three days later, on March $\frac{8}{18}$, we hear of ships taken on for the service of the State (No. 26), that is to say, of merchantmen hired to increase the numbers of the State's fleet. In England, as well as in the Netherlands, the cost of the war was likely to be serious, and whilst the expenses of the navy for the year were estimated at 829,490*l.*, the revenue assigned to it was no more than 376,000*l.*, leaving a deficit of 453,490*l.*, without taking into account the hire of merchantmen (pp. 68-70). In England, however, Parliament was supreme. It could borrow money and assign revenues as it pleased, subject only to the natural limitations on the resources of every Government. There were no local boards to complain to a States-General representing seven provinces, four of which had little or no interest in the preservation of a commerce in which they had no part. If ever a nation was handicapped to its disadvantage in entering upon a war, it was the Dutch Republic in 1652.

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4. *Nov. $\frac{13}{23}$, 1651.—MEMORANDUM FOR THE AMBASSADORS EXTRAORDINARY² PROCEEDING TO ENGLAND, IN EXPLANATION OF CLAUSE 35 OF THEIR INSTRUCTIONS*

[B.M. Add. MSS. 17677, U, fol. 79. Translated.]

I

It having come to the knowledge of their High Mightinesses that lately, in consequence and under pretext of the letters of reprisal granted in England

¹ *I.e.* Lieutenant of a non-existent Admiral-General.

² Jacob Cats, Gerard Schaep, and Paulus van de Perre.

against the King of France and the subjects of his Majesty, two ships as well as their cargoes belonging to persons under the authority of this State have been forcibly seized and sent to England, and as it is to be feared that, if these reprisals are continued, such attacks will become more and more frequent, and the good inhabitants of this country will suffer severely and be impeded in their navigation: the aforesaid Ambassadors are therefore to represent, on the first opportunity, the excesses committed against the people of these provinces by ships sailing with English commissions contrary to the tenor of the letters of reprisal granted to them; and to urge that, as they are acting without either right or reason, it behoves the English to disavow and to punish the same.

2

And they shall further, after making such request, justify the proceedings of Vice-Admiral Jan Evertsen in his endeavours to save and set free the two ships aforesaid, which it was well known belonged to subjects of this country, to the which end the accompanying documents, sent from Amsterdam and Zeeland respectively, are to be delivered, in order that the above matter may be clearly demonstrated and proved.

3

And they shall further request that precise orders shall be issued to all concerned, to prevent our countrymen being seized or robbed any more under cover of such reprisals, but that they shall be unmolested in the carrying on of their navigation and commerce, as not being concerned in the reprisals aforesaid, and that the same shall in no wise, either directly or indirectly, be employed or suffered to be employed against our said countrymen.

4

If the said Ambassadors succeed in obtaining the same, and the orders and commands required by us are issued on this point, or the necessary regulations come into their hands, then as soon as the said Ambassadors shall have amply fulfilled and carried out the articles of their instructions, together with this present extension of the same, they shall, with all due circumspection and without giving the least jealousy or umbrage, secretly and underhand sound [those who are in a position to know] whether the letters of reprisal granted against the French are to be called in, or at least their execution suspended for a time ; and for this purpose they shall set forth the serious and immediate risk of loss this country runs by the continuation of the same ; and that if the relations between France and England are thereby allowed to become still more strained, the inhabitants of these countries frequenting the seas will often be attacked, taken, and injured under all sorts of pretexts, and the whole country therefore be eaten up with complaint and discontent.

5

And in case the said Ambassadors, on opening the matter as aforesaid, receive a moderate answer, they shall then propose and endeavour so to arrange matters that, on the cessation or suspension of the said reprisals, negotiations shall be entered into between the two nations, with a view not only of preventing all further depredations on and damages to the inhabitants of these countries by sea, but also of hindering fresh estrangements between the two nations, and of gradually bringing about a better mutual understanding.

6

And they shall send detailed reports to their H.M. of whatever shall happen in the above matters, whether they can obtain their requests, or whether the one thing or the other is to be expected, in order that they may receive further commands and instructions thereon, as the occasion may demand.

5. *Jan.* $\frac{14}{24}$, 165 $\frac{1}{2}$.—*PARLIAMENTARY PROCEEDINGS*

[C.J. vii. 69.]

COLONEL THOMPSON reports, from the Committee of the Navy, their opinion that the Parliament be moved to declare and appoint what persons shall take care for providing of ordnance, arms, ammunition, and other gunners' stores for the use and service of the fleet.

Resolved, that the Committee of the Navy be authorised and required to take care for providing of ordnance, arms, ammunition, and other gunners' stores for the use and service of the fleet.

Colonel Thompson likewise reports from the said Committee, viz. at a conference held by this Committee with the Committee of the Admiralty, in pursuance of an order of Parliament of October 31, 1650:—

Resolved, as their opinion, that besides the eight ships already appointed for the Straits, the ship *Mermaid* be added to go along with the *Worcester*, the number of men in the said nine ships being 1,390. It is necessary that twenty-six other ships be prepared to be set forth for convoys for the ensuing year with 2,640 men, the whole number being 4,030 men; the said number of men to be continued for the space of twelve months, with power to abate, change, or increase the number of ships or men as the emergency of the affairs shall require, so

as such increase do not exceed the abatements within the said twelve months.

An estimate of the charge of fitting and setting forth to the seas thirty-five ships, to be manned with 4,030 men, for twelve months' service, to the Straits, for the ensuing year 1652 :

For the charge of victuals, wages, ordinary repairs, and all incident ex- penses in fitting and setting forth to the seas the abovesaid ships, manned with 4,030 men for twelve months,	}	£193,440.
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The charge of the office of the ordnance is included in this demand.

Resolved, upon the question by the Parliament, that this House doth agree with the Committee, that, besides the eight ships already appointed for the Straits, the ship *Mermaid* be added to go along with the *Worcester*, the number of men in the said ships being 1,200.

Resolved, that this House doth agree with the said Committee that twenty-six other ships be prepared to be set forth for convoys for the ensuing year, with 2,640 men, the whole number being 2,030 men, the said number of men to be continued for the space of twelve months, with power to the said Committee of the Navy to abate, change, or increase the number of ships or men as the emergency of the affairs shall require, so as such increase do not exceed the abatements within the said twelve months.

Colonel Thompson likewise reports from the said Committee, viz. :—

In pursuance of an order of Parliament of the 28th of November, 1651, whereby it is to be referred to this Committee to consider how to prevent the taking of our men by the Turks, and to present their opinions to the Parliament ;

This Committee, upon consideration thereof, find-

ing that none of the vessels or mariners of this Commonwealth have been surprised by the men of Algiers since the confirmation of the peace in 1646, but only by those of Tripoli, Tunis, and Sallee, and the Worcester, being now appointed for Algiers, Tunis, and Tripoli to free the English captives in those places, this Committee are of opinion that some fit person may be appointed to go along with the Worcester to let those of Tripoli and Tunis know ; and that the like advertisement may be given to those of Salee, that if, for the future, they shall surprise any of the ships, mariners, or others of the good people of this Commonwealth nation contrary to the Imperial capitulations made with the Grand Seignior, reparations will be taken upon all such ships and vessels of theirs as shall be met withal by any of our men-of-war.

For the better preventing of the surprisal of any of the ships or people of this nation by any Turkish pirates, as also for the convoy and preservation of all merchant ships of this nation trading into the Levant seas, both outwards and homewards bound, this Committee are also of opinion that it is fit a fleet of ships be appointed constantly to remain within the Straits, and to ply to and fro upon the Christian and Turkey shores ; and that three or four ships of the said fleet do every four months return to England and convoy such ships as shall be homeward bound. And that the like number of ships be sent in their rooms back, and be a convoy to all such merchant ships as shall be bound within the Straits ; and so successively, as any number of ships shall come in, the like number to be sent forth.

Resolved by the Parliament, that a fleet of ships not exceeding the number of twelve be appointed constantly to remain within the Straits, and to ply

to and fro upon the Christian and Turkey shores. And that three or four ships of the said fleet do every four months return into England, and convoy such ships as shall be homeward bound. And that the like number of ships may be sent in their rooms back, and be a convoy to all such merchant ships as shall be bound within the Straits; and so successively as any number of ships come in, the like number to be sent forth.

Resolved, that it be referred to the Committee of the Navy to put this vote in effectual execution, with power to them to add unto the former thirty-five ships some others for that purpose, not exceeding the number of three ships.

General Blake reports, from the Council of State, a list of such ships and vessels as already are, and may in convenient time be, fitted out to sea, as a guard for the summer ensuing, for the coasts of England, Ireland, and Scotland, together with their commanders' names, number of men and guns:—

Ships	Commanders	Men	Guns
Triumph . . .	Abraham Wheeler . .	300	[62] ¹
Andrew . . .	Edward Hall . .	280	[56]
Speaker . . .	Nehemiah Bourne . .	260	52
Victory . . .	Lionel Lane . .	260	52
Antelope . . .	Andrew Ball . .	200	[56]
Lion . . .	Charles Saltonstall . .	180	44
Garland . . .	John Gibbes . .	180	44
Entrance . . .	John Coppin . .	180	44
Laurel . . .	John Taylor . .	180	40

¹ Only the units, respectively 2 and 6, have been printed in these two entries, the other figures leaving no trace. As the numbers for the most part read from higher to lower, it is reasonable to adopt those given above. Moreover, the *Triumph* is credited with 62 guns and the *Andrew* with 56 in the list for 1653, published in Penn's *Memorials of Sir W. Penn*, i. 490, 491. Of the other ships for which the number of guns is given in brackets the *Antelope*, *Drake*, *Merlin*, *Martin*, and the two shallows were

Ships	Commanders	Men	Guns
Convertine . . .	John Holden . . .	180	44
Great President . . .	Anthony Young . . .	150	36
Dragon . . .	John Stoakes . . .	150	36
Diamond . . .	Roger Marten . . .	150	[40]
Tiger . . .	James Peacock . . .	150	36
Ruby . . .	John Lambert . . .	150	[42]
Success . . .	Butler Noades . . .	150	36
Assistance . . .	John Bourne . . .	150	36
Advice . . .	George Dakinge . . .	150	36
Portsmouth . . .	Wm. Brandley . . .	150	36
Reserve . . .	Robert Clarke . . .	150	36
Sapphire . . .	Robert Moulton, jun. . .	140	[38]
Expedition . . .	Tho. Wallis . . .	120	32
Providence . . .	John Pierce . . .	120	32
Discovery . . .	Tho. Marryott . . .	120	30
Gilliflower . . .	Tho. Hayward . . .	120	28
Satisfaction . . .	Wm. Pestle . . .	100	30
Marigold . . .	— . . .	100	26
Pearl . . .	Roger Cuttance . . .	90	24
Primrose . . .	John Sherwin . . .	90	24
Greyhound . . .	Hen. Southwood . . .	80	20
Swan . . .	Rich. Newbery . . .	80	20
Old Warwick . . .	John Day . . .	80	20
Little President . . .	Thomas Sparling . . .	80	28 ¹
Fox . . .	John Seaman . . .	80	20
Concord . . .	Tho. Penrose . . .	70	24
Recovery . . .	Edm. Chapman . . .	70	24
Hector . . .	Nathan Buskill . . .	70	28
Cygnets . . .	Phil. Holland . . .	80	20
Mary, fly-boat . . .	Wm. Kendall . . .	70	24
Briar . . .	Robert Sansum ² . . .	60	16

new ships and had not yet their guns on board. (See No. 57.) The guns in the case of the Merlin and Martin are from Penn's list, as are also those of the Ruby and Sapphire. The guns of the Antelope and Drake are from Mr. Oppenheim's list, *Adm. of the Navy*, 330.

¹ Credited with only 12 in Mr. Oppenheim's list (*ib.* 331), on the authority of a statement of the Navy Commissioners (*S. P. Dom.* lviii. 35), on September 8, 1653. From the position of the entry, I suspect that 28, as above, is a misprint for 20, which is the number given in a list in *C. J.* vi. 473. Possibly 20 guns were found too many, and the number reduced by 1653.

² Printed Rich. Sandsom.

Ships	Commanders	Men	Guns
Mary Flower . . .	Tho. Thomson . . .	60	14
Tenth Whelp . . .	Phil. Gething . . .	60	16
Paradox	Anth. Archer . . .	60	14
Weymouth Pink . .	Gabriel Sanders . .	60	18
Hart	James Coppin . . .	60	14
Drake	Anthony Smyth . . .	50	[14]
Martin	Robert Clark . . .	50	[12]
Merlin ¹	Wm. Vessey	50	[14]
Elizabeth Prize . .	Thomas Wilkes . . .	50	8
Lily	Edm. Barrett . . .	50	10
Eagle	James Cadman . . .	40	7
Galliot Hoy	Wm. Beck	40	10
Nonsuch Ketch . . .	John King	40	8
Truelove	Robert ² Vessey . . .	30	12
Hare Ketch	Rich. Pitteck . . .	30	6
Lady Ketch	— Norman	24	4
One Shallop of } 20 oars	Wm. Gregory	—	—
Another Shallop of } 20 oars	Robert Baynes . . .	—	—
One Ketch to be } taken up	—	—	— ³

The whole charge of the ships
before-mentioned for the summer
guard for 6,244 men for nine months,
being computed unto } £224,784

These ships following are now forth at sea upon the charge of the State, and it is doubtful whether any of them will return time enough to be fitted for the next summer guard.

Ships under the command of Captain Wm. Penn, now in the Straits :—

¹ Printed Martin.

² Printed John.

³ '30' is printed in the column for guns, probably it should be in the column for men.

Ships	Commanders	Men	Guns
Fairfax . . .	Wm. Penn . . .	270	52
Centurion . . .	John Lawson . . .	150	36
Adventure . . .	Andrew Ball . . .	150	36
Foresight . . .	Sam Howett . . .	150	36
Pelican . . .	John Jordan . . .	150	36
Assurance . . .	Ben. Blake . . .	150	36
Nonsuch . . .	John Mildmay . . .	150	36
Star . . .	Robert Saunders . . .	80	22
		1,250	290

Under the command of Sir George Ayscue, gone to the Barbados :—

Ships	Commanders	Men	Guns
Rainbow . . .	Sir George Ayscue . . .	280	52
Amity . . .	Mich. Packe . . .	150	36
Success . . .	Edw. Witheridge . . .	90	30
Ruth . . .	Edw. Thompson . . .	80	30
Brazil frigate . . .	Tho. Heath . . .	70	24
Malaga merchant . . .	Henry Collins . . .	90	30
Increase of London . . .	Tho. Varvell . . .	100	36
		860	238

Ships under the command of Captain Robert Dennis, gone for Virginia :—

Ships	Commanders	Men	Guns
John . . .	Robert Dennis . . .	120	32
Guinea frigate . . .	Edmond Courteis . . .	140	32
		260	64

Convoys to several merchant ships in the Medi-

terranean seas, under the command of Captain Henry Appleton :—

Ships	Commanders	Men	Guns
Leopard . . .	Henry Appleton .	180	48
Bonadventure . . .	John Witheridge .	180	44
Constant Warwick .	Owen Cox . . .	140	32
		500	124

Convoys to several ships for the Straits, under the command of Captain Richard Badiley :—

Ships	Commanders	Men	Guns
Paragon . . .	Richard Badiley .	250	52
Phoenix . . .	John Wadsworth .	150	36
Elizabeth . . .	Jonas Reeves . .	150	36
Nightingale . . .	Jacob Reynolds .	90	24
		640	148

Ordered to go convoys to several merchant ships in the Straits in January, under the command of Captain Thorowgood :—

Ships	Commanders	Men	Guns
Worcester. . . .	Ch. Thorowgood .	180	44
Mermaid	Rich. Stayner ¹ .	90	24
		270	68

The charge of the several fleets that are abroad at sea, under the command of Captain Penn, Sir George Ayscue, Captain Appleton,

¹ Printed Sayer.

Captain Dennis, Captain Badiley,
 Captain Thorowgood, some whereof
 will be out eighteen months, some
 fifteen months, some twelve months,
 and some nine months, will amount
 to the sum of

£195,480

The estimate of the whole charge
 of the summer fleet, and of the ships
 that are gone into the Straits, the
 Barbados, &c., amounts to the sum
 of

£420,264

At the Committee for the Admi-
 ralty. This Committee having ordered
 the Commissioners of the Navy to
 certify them what the whole charge
 of the ships for the summer guard
 will amount unto for six months, the
 said Commissioners have certified
 that the whole charge for 6,244 men
 for six months doth amount unto the
 sum of

£169,856¹

And having computed the charge
 of the said summer guard for three
 months longer, with the number of
 men aforesaid, they find it doth
 amount unto

£74,928

So the whole charge of the summer
 guard for 6,244 men for nine months
 doth amount unto

£224,784

¹ 'This sum should have been 149,856*l.*, as may be seen
 by the charge of the same number of men in col. 1 for nine
 months; as also by the subsequent sums.'—(Note in the *Commons*
Journals.)

The several fleets that are abroad
 under the command of Captain Penn,
 Sir George Ayscue, Captain Apple-
 ton, Captain Badiley, Captain Tho-
 rowgood, and Captain Dennis, some
 whereof will be out at sea eighteen
 months, some fifteen months, some
 twelve months, and some nine
 months, will amount unto the sum of

£195,480

So that the whole charge of the
 summer fleet, and the ships that are
 gone to the Straits and the Barba-
 dos, is estimated at the sum of

£420,264

Resolved, that this House doth approve of and agree with the Council of State in the list now presented, and that the Council of State have power to change, from time to time, the commanders or ships as they shall see cause for the service of the State.

Resolved, that [it be] left to the Council of State to set out the ship *Sovereign* to the sea for this summer if they shall see cause.

Mr. Aldworth reports from the Committee of the Navy that the Committee have received complaints against several of the officers of the navy in the State's yard at Chatham, of divers abuses by them committed in the embezzling of the State's provisions and other misdemeanours.

Ordered that power be given to the Committee of the Navy, and to any two or more of them, to examine upon oath, and to hear all abuses that are or shall be committed by any of the officers of the navy.

6. *Jan.* $\frac{1}{2}$ ⁶, 165 $\frac{1}{2}$.—*ORDER OF THE COUNCIL OF STATE*

[R.O., Interr. I, 66, p. 213.]

That the letters of marque or reprisal that have been granted out of the Court of Admiralty of this Commonwealth, to the administrators of Paulet, against the people of the United Provinces, as to the taking of any more ships by virtue of those letters, be suspended until further order be given therein by the Parliament or Council, and that the judges of the Admiralty do forthwith issue that suspension, and signify the same according to the usual form.

7. *Jan.* $\frac{22}{Feb. 1}$, 165 $\frac{1}{2}$.—*ORDER OF THE COUNCIL OF STATE*

[R.O., Interr. I, 66, p. 236.]

Upon reading the paper yesterday sent into this Council, signed by the Secretary to the Lords Ambassadors, from the high and mighty Lords the States-General of the United Provinces, by the commands of the said Lords Ambassadors:—It is ordered that it be returned in answer that the Council did, by their order of the 16th instant, give direction to the judges of the Admiralty to issue out a suspension of the letters of reprisal, granted to the administrators of Paulet against the people of the United Provinces, as to the taking of any more ships by virtue of those letters until further order from the Parliament or Council of State, and that the judges should forthwith signify the same according to the usual form; but it was not their intention, as doth appear by the express words of

the said order, that it should be interpreted to suspend proceedings against those already taken, but to leave them to the proceeding against such ships, according to law, as had been taken before the date of the said order for suspension, having in that particular given order the 12th instant, according to the petition of several Dutch masters of ships presented to the Council, that they should proceed speedily to justice, as was desired, a copy of which petition is herewith sent.

8. ^{Jan. 23}_{Feb. 2}. 165 $\frac{1}{2}$.—*THE DUTCH AMBASSADORS IN LONDON TO THE STATES-GENERAL*

[B.M. Add. MSS. 17677, U, fol. 102b. Translated.]

. . . . The accompanying copy of the only letters of reprisal granted up to the present against the subjects of your H.M., so far as we can ascertain, will serve to answer the inquiries in your H.M.s' dispatch of January $\frac{8}{18}$,¹ which reached us only by the last post; since which time we have also succeeded, with great trouble, in obtaining copies of two several letters of reprisal issued against the French on behalf of Isaac Philips and Richard Alford, in satisfaction of injuries sustained by them, estimated in the said letters at 5,000*l.* sterling, and asserted to have been inflicted on them by the magistrates of St. Malo by the capture of a certain ship called the St. Paul. The first of these letters, bearing date the 1st of December,² 1650, was

¹ Neither this dispatch nor the copies subsequently mentioned are in the collection of transcripts in the B.M.

² As it is uncertain whether the ambassadors gave the English style used in the document itself or transposed it into the new style of their own country, this and the following entry are left as they stand.

made out to Captain William Hurley, commanding the ship *Constant*, 400 tons; and the other, dated the 8th of October, 1651, to Robert Bowden, captain of a ship likewise called the *Constant*, of 700 tons. The remainder of these letters is similar in form and tenor to the enclosed copy.

9. ^{Jan. 30.}_{Feb. 9.} 165 $\frac{1}{2}$.—*THE DUTCH AMBASSADORS IN LONDON TO THE STATES-GENERAL*

[B.M. Add. MSS. 17677, U, fol. 104. Translated.]

High and Mighty Lords,—In continuation of our last dispatch of ^{Jan. 23.}_{Feb. 2.}, may it please your H.M. to be informed that, up to the present moment, we have received no satisfactory answer either to our proposals or to our pressing memorial submitted to the Council of State (of which we sent a copy ¹ to your H.M. in our last), excepting the two resolutions which are to be sent to your H.M. (to be dispatched to-morrow, the ^{31st}_{10th}), so that the masters and ships (of which five out of the eight taken by special reprisals against the State and subjects of the United Netherlands, were condemned on ^{Jan. 23.}_{Feb. 2.}) are still in exactly the same position—that is, at the disposition of the Admiralty, and awaiting their decision—whilst we have been unable to prevent the same by any of the means we could think of and employ. We therefore feared that an irreparable injury might be inflicted on the owners and partners in the ships by the execution and sale of the freights and cargoes already condemned; so (having taken good advice from experienced lawyers here) we determined it would be best to make an

¹ Add. MSS. 17677, U, fol. 100.

appeal, which would ensure our gaining, at any rate, so much time as may be necessary to obtain further information and instructions as to the claims of the injured parties (which do not appear to us to have been fully set forth up to the present), for the tale told here is that a certain Robert Paulet, with one John Norris, his associate, received letters of reprisal against the Spanish from the late King, in the year 1630, and in execution of these letters they fitted out a ship called the *Dove*, of Minehead, of 80 tons, under the command of one Captain Hastings, who, about December of the same year, is said to have captured a Portuguese prize, which was then in the service of Spain, of about 70 tons, laden with Spanish wines, and a number of bales of other valuable goods, such as hides and feathers, all of which were forthwith transferred to the English ship; and that after this one Cornelius 't Kint, of Rotterdam, captain of a ship of war of about 225 tons, called the *Pieter*, gave chase to the same English ship off Madeira, and took her after seven hours' fighting, dividing the booty among the sailors; and meanwhile the Portuguese prize aforesaid, with her remaining cargo of salt and fish, is supposed to have perished at sea. Paulet, who had fitted out the ship, made complaint to the then King, who, in May 1631, sent a letter to your H.M., which was delivered by his agent Carleton,¹ and in which he demanded restitution and satisfaction for the injury. Whereupon, it is said, your H.M. referred the parties to the Board of Admiralty of Rotterdam, where, it is alleged, no satisfaction could be obtained. In consequence, the aforesaid King sent a second letter, in October 1635, delivered to your H.M. in assembly by his representative

¹ Dudley Carleton, nephew of the better known Dudley Carleton, Viscount Dorchester.

Boswell, demanding satisfaction to be made within one month, which was not obtained even on this application, and notwithstanding several efforts since made in the same direction, so that at last the letters of reprisal granted by the King were not long since renewed by the Parliament to one Robert Pettingale, a copy of which we have already sent to your H.M. We are further informed by two of the most eminent proctors practising in the Court of Admiralty that the aforesaid letters are granted upon a false statement made by the said Robert Pettingle, who for that purpose has assumed the title and quality of administrator of the heirs both of the aforesaid Robert and also of William Paulet (which William was not alleged to have had any share in the said damage), and that the aforesaid Pettingale did not acquire this assumed position till December last past; after the date when some of our ships had been taken, as the said lawyers assert.

10. *Feb. $\frac{4}{14}$, 165 $\frac{1}{2}$.—THE BOARD OF ADMIRALTY IN ZEELAND TO THE STATES-GENERAL*

[Archives of the Hague. Translated.]

High and Mighty Lords,—To-day have appeared at our meeting some of the deputies of the several magistracies of the cities of Middelburg and Flushing, accompanied by a great number of the principal and most respectable merchants of this province, who have mournfully informed us that sure and certain tidings had come that the English Parliament-ships and twelve merchantmen with soldiers on board had sailed last year from England to the Caribbean Islands, intending to take possession of Barbados,¹ and that these, being unable to

¹ Ayscue's expedition.

carry out their purpose, had attacked, overpowered, and taken at Barbados and other neighbouring islands twenty-seven ships, of which nineteen were Hollanders, five Zeelanders, and two Hamburgers,¹ doing their trade there. They took out all the crews and stripped them of their property, many of the men passing into their service at twenty guilders a month. The skippers and other persons who have arrived here from these captured ships report that the aforesaid twelve English merchantmen were induced to take part in this expedition—which they would otherwise have been unwilling to do—by the grant of letters of reprisal against all ships frequenting the Caribbean Islands in contravention of the Act of Parliament of the year 1650.² And because the exorbitant excesses of the English have grown worse, and the sad complaints of the inhabitants of these provinces on account of the numerous captures of ships and the excessive damage increase daily, the aforesaid deputies very seriously demand, on behalf of their principals, that provision may be made by prompt orders against this mischief, so that means may at once be taken to check and hinder these excesses. If this be not done they cannot but declare that the merchants will be utterly ruined, the crews forced to desert, and be driven to England; and then business perishing at one blow, the people will at last fly the country, and everything be brought to confusion. They also insist specially and particularly that the squadron cruising under Vice-Admiral Jan Evertsen may be strengthened with a great number of men-of-war, either from the ships destined for the Mediterranean or otherwise, so that he may be

¹ This, however, only makes twenty-six.

² The Act prohibiting trade with the Royalist colonies passed on October 3, 1650. Scobell, ii. 132.

able to cruise in the entrance of the Channel for the English ships which, according to all appearance, will soon return to England, and come to land with the aforesaid prizes, and that he may do everything possible to recover them out of their hands. The petitioners also ask that, as some ten ships are lying ready at Middelburg and Flushing for the Caribbean Islands—some of which had proceeded some way down Channel, but returned upon receiving the aforesaid bad news—there may be granted two good ships to convoy to those islands these Caribbean traders now ready to sail, and also to conduct them home again ; whilst the Caribbean traders, being stout ships, and provided with crews, arms, and ammunition for such a case, and sailing in company and under our Admiral, would not only be without fear of such of the English as may have remained in those quarters, but would themselves be formidable enough to hinder this voyage, which is one of the principal and most considerable of these provinces, from being abandoned at one blow, and brought into the hands of others, to the irreparable harm and disadvantage of this State and its good inhabitants. The deputies also urge us very earnestly to take a good and prompt resolution in this case, and to give speedy effect to it, that the trade may be maintained, and the alarmed merchants and seafaring people quieted and kept to their duty.

We therefore having considered these sad and justifiable complaints, and the sudden and evident necessity, have resolved to refer the whole matter to your H.M. ; yet, considering the great excitement of the most respectable merchants here, we have—provisionally, and with reservation of the approval of your H.M.—determined and resolved, first, in order to preserve the Caribbean trade as

far as possible, to hire two good ships for a period of eight months, that they convoy thither the ships lying ready to sail, and may also bring them back ; and, further, to send as quickly as possible two of our ordinary convoy-ships to the squadron of Vice-Admiral Evertsen, to be under his flag beyond the number usually supplied by us, with orders to remain there some time. We now humbly beg your H.M. that in future each of the other Boards of Admiralty may send as soon as possible some ships above their usual number to serve under the flag of the before-named Vice-Admiral ; and we further ask your H.M. to consider whether it would not be serviceable and counsellable for your H.M., in consequence of this urgent need, to carry out the request of the deputies and merchants, by sending at once for the men-of-war destined for the Mediterranean (which we understand to be detained at Cadiz, or thereabouts, and to be doing little service), with instructions to betake themselves immediately, upon the reception of the order, to the mouth of the Channel for a short time during this pressing necessity ; and also to direct all ships cruising in the Channel and the North Sea to take their course thither without delay, with orders conjointly to look out for the aforesaid English and their prizes, and to recover the latter from their hands. For this end orders should be sent as speedily as possible to the Mediterranean squadron overland, and also by sea, as, according to the closest calculation, it is reckoned that the English will arrive with their prizes in a month's time, or thereabouts. Moreover, we consider that the instructions last given by your H.M. for the protection of those taken at sea, being obscure in regard to the commission and charge given to the commodore and captains how they are to bear themselves towards the English,

your H.M. should consider whether your H.M. should not be pleased to amplify the aforesaid instructions, to the effect that the commodore and captains should respectively not only have powers to recover the prizes taken from these provinces, but also to attack, take, and bring in all ships sailing with letters of reprisal, and others which may oppose them, and to hinder their endeavours ; this being expressed in clear terms, in order that all scruple may thereby be taken away from the aforesaid commodore and captains, and the service of the country properly considered. And (under correction and reservation of the approval of your H.M.) we judge that this plan will be serviceable not only to give contentment to the merchants, but also specially to recover the prizes from the hands of the English. Yet we refer it all to the accustomed wisdom of your H.M., and expect the resolution of your H.M. with all speed, and in the meanwhile we are making all haste to get ready for sea all our men-of-war now in the province.

Herewith, &c.

At Middelburg, Feb. 14, 1652.

11. *Feb. $\frac{6}{16}$, 165 $\frac{1}{2}$.—THE DUTCH AMBASSADORS IN LONDON TO THE STATES-GENERAL*

[B.M. Add. MSS. 17677, U, fol. 107b. Translated.]

. . . . Yesterday, the $\frac{5}{15}$ th, the Admiralty (so we are informed) put into execution one of the sentences, a copy of which we send herewith, against the ship called *Abrahams Offerhande*,¹ and in pursuance thereof have already had the cargo taken out of her, to be sold at an early date.

¹ Abraham's Sacrifice.

We likewise understand that some of the merchantmen plying to the Caribbee islands have also been condemned,¹ and that the sentence will be put into execution within a few days. As for the ships taken by virtue of letters of reprisal against the French, it is only the cargoes belonging to the French, or not otherwise claimed, that are declared good prize, while the ships are set at liberty, with a present of the freight money, in addition, to be paid to the skippers, although, so far, no actual payment has been authenticated, much less any restitution of, or compensation for goods or ships' tackle seized.

12. *Feb. 165 $\frac{1}{2}$.—EXTRACT² FROM THE LIST OF DUTCH SHIPS TAKEN BY SHIPS BELONGING TO THE REPUBLIC OF ENGLAND, ETC.*

[B.M. Add. MS. 17677, U, fol. 110. Inclosed in the preceding.]

Dirck Dirckxz. van Sanen, skipper of the ship *Orangieboom*,³ of about 130 tons, belonging to Amsterdam, and sailing homeward from Bordeaux, was taken on $\frac{\text{Jan. } 24}{\text{Feb. } 3}$, 1652, by Captain Paddison, commanding the *Francis* (who himself asserted that he had two letters of marque against the Dutch and the French, which he showed to the skipper as a pretext for plunder), and brought into Cowes, where the skipper was confined on board nine days, and forbidden to speak with any one, and then brought into harbour in West Cowes, in the Isle of Wight,

¹ As violating the Act against trading with places in the hands of Royalists. See p. 49.

² Only this extract appears in the collection from which it is here printed.

³ Orange Tree.

where he suffered a similar confinement for thirteen days, and on landing was struck and beaten with a cane right heavily by seven or eight people (the captain himself among them) for having spoken to the mate ; and was thereupon confined in a solitary cell for thirteen days, being allowed wine and brandy, and also tobacco and paper.

Two or three of the sailors were also cruelly treated and tortured, and their deposition is expected here from Portsmouth.

13. *Feb. 16 $\frac{1}{2}$, 165 $\frac{1}{2}$.—A DECLARATION OF THE JUDGES OF THE HIGH COURT OF ADMIRALTY OF ENGLAND*

[R.O., High Court of Admiralty Miscellaneous Books, Vol. 536.
Reprisal Acts. On a loose sheet found between the pages.]

Whereas divers and sundry speeches have been lately uttered by several persons touching the many cruel and barbarous acts of punishment and torture done and committed by the captains, officers, and companies of several private men-of-war upon the persons of the masters and companies of several Dutch ships surprised and taken by the said private men-of-war, by virtue of letters of reprisal granted to them against the French, thereby to enforce them to a confession that the lading of their said ships did belong to the French, contrary to justice and the law of nations, and have embezzled the goods taken in the said ships before adjudication passed thereupon, to their great loss and damage : And whereas the said judges of the High Court of Admiralty have received information from the Right

Honourable the Council of State touching the premisses : To the end, therefore, that all persons whatsoever finding themselves aggrieved by such undue and illegal practices and proceedings may receive just satisfaction and reparation for such wrongs and injuries done and committed upon their persons or goods by any captain, officer, or any other of the company of, or belonging to any private man-of-war, or other ; the said judges do declare, as they have heretofore several times done, that if any person or persons whatsoever shall, at any time or times hereafter, exhibit his or their complaint in this Court, setting forth the punishment or ill usage of any of the company of any ship or vessel which either is, or hereafter shall be surprised and taken by any private man-of-war of, or belonging to, this Commonwealth, or of any misdemeanour done or committed upon them, or of the embezzlement of any of their goods by any of the company of, or belonging to any such private man-of-war or others, as aforesaid, and shall make a lawful and sufficient proof of the same in this Court, the party or parties so offending shall be proceeded against in the said Court, and shall have such punishment inflicted upon him or them as the nature and quality of his or their several offences shall require. And complaint being then made in the said Court by Mr. Franklin, one of the proctors thereof, on the behalf of several Dutchmen whose ships have been surprised and taken by private men-of-war upon pretence that their said ships have had on board them, at the time of such their taking, goods and merchandises belonging to the French, who are liable to the letters of reprisal granted unto those private men-of-war, and thereupon the books and papers belonging to the masters of such Dutch ships have been, by the company of the said private

men-of-war by whom they have been so surprised, taken away from them and have not been brought into the registry of this Court as they ought to have been until the cause hath been prepared and made ready for a sentence by the takers; by which means the said Dutch men who have put in their claims, or have been ready to put in their claims, to the goods in such ships so taken as aforesaid, belonging unto them have for want of such papers, being oftentimes their principal evidence, been surprised before they could make their just and lawful defence, to their great prejudice and damage: Whereupon the said judges having considered of the premisses and of the inconveniences which may thereby arise unto the parties interested in such ships and goods by such undue concealment of the bills of lading, charter-parties, and other papers which shall be found on board any ship, or ships, which are, or shall be, taken by any such private men-of-war, as aforesaid, do for the prevention thereof declare that no second assignation to sentence shall be made in any cause of reprisal whatsoever now depending, or which hereafter shall depend in this Court until ten days after the charter-parties, bills of lading, and other papers found, or to be found aboard such ship or ships, as either are, or hereafter shall be, taken and surprised by virtue of any letters of reprisal granted to any person or persons whatsoever, shall be brought in, and left in the registry of this Court; unless it shall in the meantime appear upon oath legally made in this Court that there were no papers found in such ship or ships at the time of the taking and surprising of the same as aforesaid.

14. *Feb. 17* ^{$\frac{1}{2}$} , 1651 ^{$\frac{1}{2}$} .—*ORDER OF THE COUNCIL OF STATE.*

[R.O., *Interr. I*, 66, p. 348.]

That General Blake do give information to the Council of the present state of the fleet, and how the ships upon the present guard are disposed, and in what forwardness the ships are for the summer's guard.

15. *Feb. 19* ^{$\frac{1}{2}$} , 1651 ^{$\frac{1}{2}$} .—*PROCLAMATION BY THE STATES-GENERAL*

[*Hollandsche Mercurius*, 1652, pp. 13, 14. Translated.]

That whereas we hear and are informed from all sides of divers preparations for war and warlike equipments both by land and sea, and as we have determined to oppose the latter by sending a goodly number of war-ships to sea, we therefore command that none of our countrymen shall take service under foreign princes, potentates, or republics, either in ships of war or in merchantmen or fishing vessels, and that such as may already have taken service shall forthwith quit the same. And that those that have left the country shall return within three weeks on pain of punishment in life and goods, or perpetual banishment. The exportation of ships, ordnance, stores, arms, gunpowder, saltpetre, and all sorts of stores of war and ships' necessaries is likewise forbidden under penalty of the same, &c.

Done on the ¹⁹₂₉th of February, 1652.

16. ^{Feb. 22}_{March 3} 1652.—*EXTRACT FROM A RESOLUTION
OF THE STATES-GENERAL*

[Archives of the Hague. Translated.]

Sunday, March 3, 1652.

. . . After due deliberation, it has been resolved and agreed, for the better guard of the sea and for the preservation and protection of the navigation and commerce of these lands, that consent shall be given to the fitting out of 150 ships of war, above the number of the ships now in service. The provinces of Holland, Zeeland, and Friesland, as well as such towns or districts as may be willing, are requested to cause the magistrates of their respective ports to be ready to put to sea, as quickly as possible and by means of pressed men, 50 men-of-war, well built and manned, to be deducted from the aforesaid number of 150, and to be apportioned by the port-towns amongst one another, their employment being left to the disposition of their H.M. Further, for providing the means needed for the aforesaid equipment, it is determined and agreed to consent to the levy of a duty of two per cent. on imports and one per cent. on exports, both by water and land—namely, by sea, by river, or by land-carriage—and also of a tonnage-duty on sea-going ships, on such a scale as the several provinces shall agree upon with one another. Further, to the same end, consent is given to the levy of a sum of two million [guilders], according to the above-mentioned¹ petition; and it is moreover resolved that, for the further encouragement of these preparations, an embargo shall be laid on all outward-bound vessels up to ^{March 22}_{April 1}, excepting those sailing for the Baltic² or those used in the small fishery,³

¹ Apparently this is mentioned in some earlier resolution.

² Because they would bring back materials for shipbuilding.

³ *I.e.* the herring-fishing.

under condition that letters be written to the respective Boards of Admiralty to make exact inquiry, in order to hinder any merchantman engaged in the Baltic trade or in the small fishery from being made over to foreigners. Moreover, the respective provinces in question are to be requested and warned as speedily as possible to make good the arrears of the subsidies agreed to by the Boards of Admiralty, and also to propose, according to the request now made to the aforesaid provinces, that they will declare themselves as quickly as possible on the 800,000 guilders petitioned for on behalf of the aforesaid Boards of Admiralty, and also on the making good of the profits from convoys and licences. . . .

17. ^{Feb. 23}_{March 4} 165 $\frac{1}{2}$.—VICE-ADMIRAL JOHAN EVERTSEN
TO THE DUTCH AMBASSADORS IN LONDON

[B.M. Add. MSS. 17677, U, fol. 131. Translated.]

Noble and upright Lords,—Having during this winter cruised for the space of seven or eight weeks off Ushant, Scilly, and the Lizard, and endured many storms without meeting with anything worth recording, only falling in from time to time with some merchantmen, and providing the same with as good a convoy as circumstances would permit, by one or other of the ships under my command, and this so frequently that we have now no more than three ships left, one of which, being at an end of her provisions, is likewise parting company, I am therefore obliged to wait with two ships until the weather is more favourable. Under these circumstances I have thought it best for the service of our country to put into this port, in order to learn, as occasion may serve, what may now be going forward

as regards English seamen with letters of reprisal, who under that pretext are doing our countrymen much damage—indeed, I suspect many complaints on this subject come daily before your Excellencies. I would then do all that lies in my power to hinder and prevent the same, though I have spent so long a time this winter at sea without being able to obtain from any one exact and well-founded information such as would enable me to prevent the aforesaid injuries; while many, indeed the greater part, of the said ships with letters of reprisal, when encountered by our own ships of war at sea, give themselves out as Parliament-ships, which makes it almost impossible to capture the ships that attack ours. I have resolved to request your Excellencies herewith that you would be pleased to furnish me with the names of such English ships as hold letters of reprisal, and of those captains who, to your Excellencies' knowledge, have injured any of our countrymen. Thinking that your Excellencies may consider it well to send me a reply informing me of anything further your Excellencies may know which may be of assistance to me in this and in other matters connected with the commerce of our country, I will await your reply under cover to the same person at Portsmouth through whom I send this to your Excellencies. For this I purpose to wait until the next post, as I am preparing to sail westwards again with the first favourable wind . . . &c.

JOHAN EVERTSEN.

In our ship the *Hollandia*, off ^{Feb. 23} ^{March 4} Portsmouth, 1652.

¹ Perhaps in Stokes Bay, as the writer speaks of putting 'into this port,' an expression which he would hardly have used if he had anchored so far off as at St. Helens. In 1625 Pennington anchored in Stokes Bay on his return from Dieppe.

18. *Feb. 25*¹
March 6, 165 $\frac{1}{2}$.—ORDER OF THE COUNCIL OF
STATE

[R.O., Interr. I, 66, p. 378.]

That the order of Parliament of this day concerning the continuing of Colonel Blake in the command of the fleet of this Commonwealth, as also for the nominating of another person to be joined in that employment, be taken into consideration on Monday next in the afternoon.

19. *Feb. 25*¹
March 6, 165 $\frac{1}{2}$.—PROCLAMATION BY THE STATES-
GENERAL

[Hollandsche Mercurius, 1652, p. 10. Translated.]

The States-General of the United Netherlands to all who shall hear or see these presents, greeting. Know ye that we, having considered of the times and of our present circumstances, in order further to secure the sea and to protect the navigation and commerce of the aforesaid United Netherlands, have to-day finally resolved and decided to fit out and equip as speedily and with as little delay as possible one hundred and fifty ships of war in addition to those that are already in commission, some of which are now at sea. Know, therefore, that for the better furtherance of our abovesaid good intent and resolve, which we have much at heart, and in order at the same time, as regards seamen in general, that the common weal may not be hindered nor prevented, we have thought good by these presents expressly

¹ This seems to be the date of this proclamation, as a resolution of the States-General of the same date, not printed in this collection, shows that the deputies of Holland promised to make the announcement in the evening of that day.

and strictly to forbid the sailing of any merchant ships, even such as are already manned for the voyage, between this and the 1st of April next, new style, except those ships that are engaged in the cattle trade, and vessels employed in the home fisheries. The several Boards of Admiralty are to make strict search on board of these ships in their respective districts, and to take effectual measures to prevent any merchandise from being shipped on board the aforesaid cattle and fishing boats or taken in them out of the country, under pain of forfeiture of ship and goods by all offending against this our proclamation and prohibition, in addition to such punishment as shall be awarded for the offence.

20. ^{Feb. 27}_{March 8} 1652.—*EXTRACT FROM RESOLUTION OF THE STATES-GENERAL*

[Archives of the Hague. Translated.]

Friday, March 8, 1652.

. . . . After hearing the report of the Heer van Ommeren and others of their H.M.s' deputies who, in accordance with the resolution of ^{Feb. 26}_{March 7}, had examined the written advice brought in yesterday by the province of Holland and West Friesland, on the form and manner of fitting out the fifty ships, well built and manned, to be deducted from the number ¹ of the 150 similar ships ordered on ^{Feb. 26}_{March 3}, to be set forth for the better guard of the sea and the preservation of the navigation and commerce of these United Netherlands, it is resolved after due deliberation :

In the first place, so far as concerns the fitting out of the aforesaid 50 ships, they are to be dis-

¹ *I.e.* the Directors' ships ; see No. 16.

tributed amongst the provinces in the following way:—38 in Holland, 9 in Zeeland, 2 in the province of Friesland, and 1 in the town and district, to be got ready with all possible speed by the employment of pressed men, and put to sea in 10, or at most 14, days, or sooner if it can be. It is, however, to be understood that the said division is not to be taken as a precedent in respect to the ratio of the distribution amongst the respective Boards of Admiralty, or in any other way.

In the second place, for this preparation of fifty ships the strongest and best furnished ships at hand are to be chosen and used, and the smallest of them are to be from 120 to 125 foot long, 27 to 28 beam, and to have a height of at least 6 feet under the half-deck at the main-mast.¹

In the third place, the aforesaid ships are to carry as heavy guns as they are capable of, but are not to be armed more lightly than with 28 or 30 'gotelings,'² those on the main deck being at least six pounders, and those on the lower deck twelve pounders, their shot being of iron.³ There are also to be taken from the stores of the country, of the towns, or even from those of the East India or West India Company, to be deducted from the number of 'gotelings' on board each of the aforesaid 50 ships, 4 brass guns firing iron shot of 24 lbs., or being of some such heavy calibre, in case these can readily be had, according to information to be obtained at the stores. It is to be understood that if any of the guns furnished by the towns or by the companies are injured or captured whilst on board ship, or are

¹ In No. 49, which seems to be founded on this paper, it is added that there are to be 100 feet 'from the top of the main-mast to the deck.'

² 'Gotelingen,' of the size of small field-pieces.

³ In Calisch's dictionary the 'goteling' is translated *pederiro*, from which I gather that guns of this class originally fired stone shots.

lost in any other way, their cost will be made good according to a valuation placed upon them.

In the fourth place, the aforesaid ships being provided, as has been said, with 28 or 30 guns, those of the lightest and smallest class shall be manned by 85 sailors and 25 soldiers enlisted for this voyage, beyond the number of the national army ; and the larger and more heavily armed ships are to be provided with more sailors and soldiers, in proportion to their size and the weight of their guns.

In the fifth place, the aforesaid ships shall be hired for four months certain under conditions that if the State finds it desirable they may be kept in service at the same payment. Further, one month's pay and no more is to be given in hand to the soldiers and sailors, and in settling the payment for the hire of the ships, and in drawing up the contracts and counterparties the tariff used by the Chambers of the East India Company in hiring their cruises is to be followed so far as it is applicable, its rules, so far as their H.M. are informed, being as follows :

1. The owners are to deliver over their ships well provided both with carpenters' work, and with sails, cables, anchors, and ropes, and with all things depending thereupon, as well as with the guns and the ammunition on board, which are to be made over according to inventory, a promise being given on the company's part ; it being agreed that such additional guns and further provision of powder, and other ammunition, both for the ships and for other purposes, shall be put on board the hired ships on the part of the company as it shall think fitting.

2. That the hiring is to begin as soon as the hired ships come in from sea.

3. That the owner runs the risk of sea and sand.

4. That all damage received in attack or defence is laid to the account of the hirers, and must be made good to the owners, for which purpose the aforesaid inventory is drawn up, and the ship with all her appurtenances valued, for the avoidance of disputes.

In the sixth place, the captains shall be engaged at the rate of 100 guilders a month, and the other officers and the seamen at the rate usually accepted in the respective Boards of Admiralty.

In the seventh place, the victuals of the ships are to be provided by those who are authorised to hire and equip them, and not by the captains; and in the victualling the tariff and rates fixed in 1636 for the ships on the coast shall as far as possible be followed, so that a ship with 110 men shall be provisioned for a month in accordance with the following scale, and in proportion to it if taken for a longer time or manned by a larger crew:—

2,250 lbs. hard bread, at the rate of 5 lbs. a head by the week.

450 lbs. cheese, or 1 lb. a head by the week.

40 sacks of soft bread.

5 tons of meat, makes a daily ration for each man of $1\frac{1}{4}$ lbs. a day for two days in the week.¹

400 lbs. stock-fish when herring is provided, otherwise 700 lbs.

4 tons of herring a month.

$1\frac{1}{4}$ tons butter a month.

$5\frac{1}{2}$ small tons of groats a month.

$4\frac{1}{2}$ small tons of white or grey pease.

$2\frac{1}{2}$ small tons of white salt.

$\frac{1}{2}$ hogshead of vinegar.

35 tuns of beer in winter and 42 in summer.

4 fathoms of firewood in winter and 3 in summer.

¹ There is some mistake in this calculation.

For the Captains or the Cabin.

- $\frac{1}{2}$ hogshead of French wine a month.
- 4 stoops of Spanish wine.
- 2 stoops of brandy.
- 2 half barrels of good beer.
- 1 ham, and in summer a piece of smoked meat with it.
- $\frac{1}{4}$ of Holland butter for four months.
- 2 lbs. sugar the month.
- 2 tons white biscuit the voyage; common and green cheese as required.
- 1 powder-box,¹ furnished.
- 3 stoops of oil for the voyage.
- Mustard-seed as required.²

In the eighth place, it is resolved and understood that for the better effecting of the hiring, victualling, and in general for the whole equipment of the aforesaid ships, so that it may be most profitable and speedy, capable, experienced, and well-selected persons shall be chosen by the burgomasters and magistrates in the respective towns in which any such ships shall be equipped. Those so chosen shall be appointed directors in such a number as is required for the equipment, and shall be approved of by the said burgomasters, on the understanding that the directors shall do their work without payment or reward, except that the burgomasters shall, as formerly, allow them a book-keeper at a fair salary. Moreover, the captains shall be nominated to the before-mentioned ships by the burgomasters upon the advice of the directors of the place, in a number twice as great as is required,

¹ This is probably a pepper-pot.

² This list agrees with one issued in 1636, Tjassen's *Zee-politie*, p. 105.

their names to be laid before the States of the respective provinces, that the selection may be made by them. This selection, however, is to be provisional, and only for this voyage, so that it may not be taken as a permanent appointment. Further, the chief commanders or high officers shall be specified by the magistrates, and both they and the captains provided by the States-General with the necessary commissions and instructions; which commissions and instructions are to be presented for registration by the captains and chief commanders to the Board of Admiralty for the district in which is the town or place, and where the said captains or chief commanders put to sea. Moreover, all prizes taken by the ships so equipped are to be brought up for judgment before the Boards of Admiralty, and also all questions arising out of matters relating to the crews, to the formation of convoys, and the consequences springing from them. The Boards of Admiralty shall also have jurisdiction over the neglect of duty by the captains and chief commanders, as well as over the disorders and excesses committed by such persons as are in or about the ships, whether they be fighting men or others, according to the customary rules of the Admiralty.

In the ninth place, respecting the duty of two per cent. on imports and one per cent. on exports, it having been considered what list [of values] should be used, and how it is to be levied and collected, it is determined and agreed that the collection shall be made according to the valuation of the one and a half per cent. raised in 1643 for payment of rewards to cruisers, with the understanding that one per cent. shall be levied on exports instead of a half, and two instead of one per cent. on imports, in accordance with their

H.M.s' resolution of ^{Feb. 22}_{March 3},¹ and that this duty shall be collected both on the sea and on the rivers, and also on all goods coming or going by land, whether from the east, the west, or any other quarter, and that the headlines or description² of the aforesaid list shall be altered. The question of tonnage shall be settled hereafter.

The aforesaid duties on imports and exports as well as that on tonnage shall be received and collected by the said directors, with the assistance of their book-keepers, in towns and places in which there are directors, and elsewhere by convoy-masters or other officers of the Admiralty, who are to keep a separate account of these receipts, and every three months to transmit punctually all the money that comes into their hands from these sources to the said directors, each in his own district, together with the accounts of that period.

The aforesaid directors shall here in the Hague, in the presence of deputies from the respective towns of Holland, Zeeland, Friesland, with the town and district [of Groningen], in which there are directors, account for their receipts and expenses to deputies of the aforesaid provinces, and afterwards to the exchequer of the States-General, and shall, together with their completed accounts and balance, make an actual distribution to the quarters, towns, and their members who are short of means for the equipment of ships, and that of so much money as shall be sufficient for each one.

Further, the aforesaid duties on sales and tonnage shall be continued during the present necessity and extraordinary equipment, and till it is otherwise

¹ See No. 16.

² *I.e.* that when the imposition of the new duties is proclaimed the headlines of the old proclamation shall be changed in accordance with the alterations made in it.

determined by the magistracies. Moreover, *mutatis mutandis*, the proclamation of their H.M. of October $\frac{1}{2}\frac{2}{2}$, 1643, relating to the levy of one and a half per cent. for the cruisers, shall be made public by being affixed to the walls ; and in conformity with it the necessary letters to the Admiralties shall be written, accompanying them with the said proclamation and list ; and for this end orders shall at once be taken for the printing this list, it being understood that the proclamation shall be held back till the regulation of the tonnage duty is settled.

Also for the prompt equipment of the ships some money is to be advanced in the aforesaid provinces which are found to be quick in their preparations ; and this is to be done in such a way as may seem good to the respective provinces in which ships are being equipped ; and this either by the interposition of the province itself and by the employment of its credit, or by that of particular towns ; and in order that the equipment of the ships may in no wise be retarded, a special lien is to be placed on the duties on imports, exports, and tonnage, as security for a loan to be raised, and an act of indemnity shall be granted by their H.M. to the provinces or towns concerned in the equipment for the discharge of their credit offered for the common cause.

That the money shall be borrowed at the lowest interest, and, if possible, at four per cent., and in any case not higher than five per cent. ; and for the repayment no difference shall be made between the money lent at one interest or the other.

Finally, the proclamation against the lading of merchandise in ships of war shall be renewed and strengthened if it be desirable.

Besides this, their H.M., after ripe deliberation, have agreed to a draft of the act of indemnity, mentioned in the aforesaid resolution, as it is here inserted word for word.

21. *March* 165 $\frac{1}{2}$.—ACCOUNT OF THE NAVAL AND MILITARY PREPARATIONS OF THE DUTCH

[*Hollandsche Mercurius*, 1652, pp. 14, 15. Translated.]

At the beginning of this month ¹ measures were taken at Amsterdam for the providing of fifty ² capital³ ships to be employed at sea for the protection of commerce. With this end in view a committee of Directors was chosen from amongst the most experienced and eminent merchants, who gave their services out of love of their country without receiving any recompense therefor. Their names are :—

Directors.

1. Jan Bicker, formerly a magistrate.
2. Jacob Teuniszoon of Stralen.
3. Gerrit Smit.
4. Tomas Broers.
5. Willem van Borselen.
6. Niclaes van de Capelle.
7. Hector Pieterszoon.
8. Tomas Swan, controller of stores,⁴ &c.

Deputy-Controllers of Stores :

1. Jacob Tael.
2. Dirck van Leeck.

They entered crews at the West India House,

¹ *I.e.* On or after ^{Feb. 20} _{March 1.}

² This is an exaggeration, as only 38 were required as Directors' ships from the whole of the Province of Holland and West Friesland. See No. 20.

³ 'Capital ships' was the name given to what were afterwards known as 'ships of the line.' It was still used occasionally in the middle of the eighteenth century.

⁴ 'Equipagemeester,' now boatswain. In the seventeenth century they were charged on shore with the care of naval stores, and also with a supervision over their proper employment when ships were fitted out.

and the crush there was so great that men willing to serve had to be forcibly turned away from doors and windows. The street leading up to it was so crowded with seamen that there was scarcely room to pass ; and this at the time when the Greenland fleets, the herring boats, and other seagoing ships were out. Before evening the crews were complete. From among the men entered those of experience were chosen as officers, from the lowest rank up to captains, so that the inexperienced might be more conveniently trained, and the country thus obtain better service from both classes.

Besides this their High Mightinesses, and especially the States of Holland and Zeeland, stationed troops in all the towns and along the sea-coast ; the walls of Briel were furnished with new bastions, the fortifications repaired, and a garrison of twenty companies lodged in the town ; the towns of Delft and Alkmaar received cavalry ; the North Holland regiment encamped about Huisduynen,¹ throwing up two batteries, each mounting six demi-cannons to guard the tideway, and to keep the way free to go in and out. The islands of Texel and Vlieland were also provided with several companies of seamen. Moreover all the peasants from the Helder to Castricum² were armed, and drilled on specially appointed days. The same was done with the peasants on the Meuse, and in other sea-ports. Notice also was given to all the small fishing vessels along the coast that they should take sure means of warning one another whenever any of them sighted an enemy off the coast. In Zeeland—Flushing, Cadzand, Middelburg, Veere, and Zierikzee were also garrisoned with cavalry and foot soldiers ; orders were given for guards and beacons to be posted on

¹ A village S.W. of the Helder.

² About seven miles S.S.W. of Alkmaar.

the dikes. In a word, the military service of the country was placed on a new footing, for which there had formerly been no necessity.

22. *March $\frac{3}{13}$, 165 $\frac{1}{2}$.—ORDER OF THE COUNCIL OF STATE*

[R.O., Interr. I, 66, p. 405.]

That it be declared to the judges of the Admiralty, that the Council, by their last order for the suspension of letters of reprisal, did intend only that thereby further capture should be forbidden by virtue of those letters, but did not thereby intend that the ordinary proceedings at law should be thereby stopped as to the ships which were taken before the date of the order of suspension.

23. *March $\frac{4}{14}$, 165 $\frac{1}{2}$.—ORDERS OF THE COUNCIL OF STATE*

[C. of S. Order Book, I. 66, p. 412.]

That the Committee of the Admiralty do take a review of the list of all the captains of the ships, for this year's service, and present their opinion upon them particularly to the Council on Wednesday next.

That Colonel Blake shall have a commission to command the fleet for nine months, in pursuance of the order of Parliament, of the 25th of February last, and that the commission now read be engrossed and signed, and sealed, and delivered to him.

That the consideration of another person to be general at sea be respite till further occasion.

24. *March* [?], 165 $\frac{1}{2}$.—*CONSIDERATIONS ADVANCED WITH REGARD TO THE DISPOSAL OF THE ONE HUNDRED AND FIFTY SHIPS OF WAR PREPARED FOR SEA BY THE SEVERAL BOARDS OF ADMIRALTY AND THE DIRECTORS EXTRAORDINARY*

[Archives of the Hague. Translated.]

It is desirable to take into present consideration the instructions to be given to the said 150 ships with regard to their cruising along the whole sea-coast, and protecting the harbours of these provinces against invasion by the enemy (for which purpose they are to be employed), and also with regard to their assembling at some certain rendezvous.

I

In the first place it should be borne in mind that the most suitable place for the rendezvous of the said fleet or armada is off or else within the shallows of the Wielings, so that in case of a storm the said ships should be protected by the sands, and might thus be kept safely.

2

In the second place, should any fleets come from the westward, with a westerly wind, to invade our country, they would be obliged to pass the Wielings, the outermost of the harbours of these provinces, and would either enter the same, or, if they sailed past it, be followed by our whole fleet as soon as their scouts should bring them news thereof, which would prevent their proceeding any further in the invasion of the country.

3

It is to be noted that the above statements are

all founded on the supposition that the wind will be S., S.W., W., or at most W.N.W. ; but with a W.,¹ N.W., or N. wind, any one could sail from the mouth of the Thames to the Texel, and the Vlie, and along the coast, and invade the said harbours and shores, whilst with such a wind our said fleet lying in the Wielings, or thereabouts, would be to leeward of them and on a lee-shore, and could therefore do as little to get at them and hinder their course as if they were lying in the Texel with a west wind, and an invasion took place in the deeps of the Wielings and Goeree Gat, or thereabouts ; therefore, subject to amendment, it is decided that it is not advisable to appoint the general rendezvous at either of the aforesaid extremities of our coasts.

4

The neighbourhood of Scheveningen would be preferable (bearing in mind that west winds are more prevalent than east), which would leave about one-third of the coasts of these provinces to the westward, and two-thirds to the eastward.

5

Thus when the said fleet, or a goodly number of the said ships, shall have assembled together, during a west wind they could leave the coast and put out to sea far enough to enable them to reach the Wielings with a W.S.W. or even S.W. wind, and to make the Texel and the Vlie with a N.N.W. wind, and thus the whole fleet would be always prepared for any invaders that might come from the west, from whatever quarter they might make their descent, being warned by the look-out ships that should be kept cruising by means of

¹ So it stands in the copy sent me from The Hague, but it is probably a mistake for N.N.W. See § 5.

orders and signals,¹ so as to cover the whole sea between our said fleet and the coast of England, and from the coast of Flanders northwards as far as Orford Ness, so as to hinder and prevent any invasion that might be set on foot.

6

And if our said fleet, cruising at sea as aforesaid, should chance to come upon any foreign fleets in the harbours of these provinces, which had not been seen or discovered either by themselves or the look-out ships—which could hardly happen, although it might be the case in a fog—as soon as they became aware of their presence they could all sail together from the sea into such harbours as the enemy had invaded, and there catch them in a trap, set fire to and destroy them ; whilst, on the contrary, if our fleet were lying in and off the Wielings or off the Texel, they might be prevented by contrary winds from giving any assistance, as expressed above, or from making any attack on the enemy.

7

It is considered by competent mariners that, in the present state of affairs and at this season of the year, it will be the best means of protecting and securing all the coasts and harbours of these provinces to have the fleet cruising as described above ; though it involves their being continually at sea (as the ordinary cruisers of this nation are), thereby running more risk of injury to their masts, and loss of anchors and cables, than if they lay in harbour ; but since the service of the country require it, the risk must be disregarded ; for they must face the danger even of shipwreck to give confidence to all who put to sea.

¹ 'Op ordren en seynen,' which seems to mean that they are to keep touch with one another so as to receive orders and signals from the Admirals.

25. *March* $\frac{6}{16}$, 1652.—*EXTRACT FROM THE RESOLUTIONS OF THE STATES-GENERAL*

[Archives of the Hague. Translated.]

Saturday, March 16, 1652.

. . . . It having been taken into deliberation, it is resolved that a tonnage shall be collected from all ships outward or inward bound in proportion to their tonnage, at the rate of a guilder the last¹ from inward-bound ships and one half a guilder from the outward-bound, on the understanding that the shipping bound for Norway for wood, together with the busses, are to pay only half dues—that is to say, a half guilder when inward-bound, and a quarter when outward-bound, and that small fishing boats or fresh-water boats shall be exempt, all under the express condition that their H.M.s' resolution of $\frac{\text{Feb. } 22}{\text{March } 3}$ ² is completely carried out in respect of the 150 men-of-war for the better protection of the sea. This tonnage duty is to be levied from the $\frac{1}{2}\frac{5}{5}$ th of this month, before which time there shall be a conference between Heer Huygens and other deputies of their H.M. for maritime affairs and the deputies here present from the Boards of Admiralty, on their arrangements for this levy, and the way of making it known. The Boards of Admiralty are also to be asked to make their report to their H.M. as soon as possible. The deputies for Zeeland have announced their consent to this, with a reference to their principals.

Later in the meeting it was proposed that the advice given on March $\frac{4}{14}$ by the deputies of the Boards of Admiralty here present, and read yesterday, concerning the equipment of the 100 men-

¹ The last was 24 cwt.

² No. 16.

of-war beyond the 50, which were left to their direction and care by the resolutions of their H.M. of $\frac{\text{Feb. } 22}{\text{March } 3}$ ¹ and March $\frac{2}{12}$,² and it was resolved after deliberation that the equipment of the said 100 ships should be divided between the Boards of Admiralty in the following proportions: that the Board at Rotterdam should undertake $16\frac{1}{2}$ ships, that at Amsterdam 33, that at Zeeland $16\frac{1}{2}$, that of the North Quarter $16\frac{1}{2}$, that of Friesland—proportionately to the rating of that province together with the province of the town and land [of Groningen] towards the 2,000,000 guilders granted for this equipment— $17\frac{1}{2}$. These ships are respectively to be manned with 85 sailors including officers, and 25 soldiers, who are to receive wages according to the following pay-sheet, and these rates are not to be exceeded by the Boards of Admiralty, though they may sometimes be brought lower, so far as is possible. The deputies in their H.M.'s exchequer are requested and desired not to pass accounts at a higher rate.

*Pay-sheet of a Man-of-war with a Crew of 85, comprehending Officers and Soldiers*³ [by the Month].

	Guilders. ⁴
1. Captain	130
2. Lieutenant	25
3. Skipper ⁵	24

¹ No. 16.

² This resolution is not printed in this collection.

³ Marginal note: 'This list was cancelled by a resolution of their H.M. of March $\frac{12}{22}$.' No doubt it was found that the great demand for sailors raised the expectations of pay. Even the one substituted for it on March $\frac{12}{22}$ was found inadequate. See No. 80.

⁴ A guilder was worth two shillings. See Roberts's *Map of Commerce* (ed. 1638), chap. clxxx.

⁵ He had to take on board and look after all the ship's necessities, and to serve them out, and when the ship returned home he had to account for everything to the Controller of Stores

	Guilders
4. Master ¹	36
5. Master's mate	30
6. Clerk and preacher	30
7. Surgeon	33
Allowance for his chest above that of chests on land, 60 guilders.	
8. Surgeon's mate	22
9. Trumpeter	22
10. Boatswain	22
11. Boatswain's mate ²	15
12. Second boatswain	18
13. His mate	15
14. Gunner	22
15. Second gunner	20
16. Gunner's mate	15
17. Gunner's mate	15
18. Carpenter	30
19. Carpenter	28
20. Carpenter	22
21. Quartermaster	14
22. Quartermaster	14
23. Quartermaster	14
24. Quartermaster	
25. Purser ³	22
26. Purser's mate and cooper	18
27. Cook	22
28. Cook's mate	15

(see p. 97, *note 4* ; Tjassens *Zeepolitie*, p. 25). The name is also employed for the master or officer in command of a merchantman. Only the captain and lieutenant took rank above him because when, as was originally the case, a merchantman was taken into the services of the States, these would be put on board, leaving the merchantman's officers in the position they occupied before.

¹ Stuurman. He had to look after the steering, which implies that he was responsible for the navigation.

² Schieman.

³ He had charge of the stores of food and drink.

	Guilders
29. Corporal	14
30. Sailmaster	20
31. Provost	14
Forty-five sailors at 11 guilders	495
Three sailors at 10 guilders . .	30
Six sailors at 9 and 6 guilders ¹	45
<hr/>	<hr/>
85	1,225
Also [24] ² musketeers at 10 guilders a month, and com- manding officer at 14 . . .	254
	<hr/>
	1,479 ³

In order to facilitate the equipment and to get the ships ready for sea as soon as possible, it is resolved that the inspection, the hiring, and the overseeing of them shall be in the hands of deputies from the United Boards of Admiralty, acting through one or more deputies from each, with the addition of such controllers of stores and ships' carpenters as they shall see fit to use, and that upon such a charter-party as has already been drawn up for the 50 ships. Further, to give satisfaction and assurance to the persons with whom they shall bargain for the employment of their ships, and to all others who contribute to this armament, or shall be employed in or taken on board these ships, it is resolved that the respective provinces in whose districts the aforesaid armaments take place shall be authorised and requested to make advances to the respective Boards of Admiralty—under the benefit of the like act of indemnity as was issued to them by the

¹ *I.e.* Three at 9, and three at 6.

² '25' in MS.

³ The ship's pay-sheet would therefore be equivalent in English money to 147*l.* 18*s.*

fitting out of the 50 ships—after the rate of equipment by the Boards in the aforesaid districts. . . .

26. *March $\frac{8}{18}$, 165 $\frac{1}{2}$.—ORDERS OF THE COUNCIL OF STATE*

[R.O., Interr. I, 66, pp. 423, 424.]

That General Blake do give order to all the ships that are in the river, and in the Hope, that are taken on for the service of the State, or for convoys, to repair forthwith into the Downs, with all expedition, as they shall be got ready, and there to receive his orders.

That it be referred to the Committee of the Admiralty to take into consideration the building of a fort at Chatham, and to make report to the Council concerning the same, on Wednesday next in the afternoon.

That it be [referred] to the Committee of the Admiralty to give order that the ship *Sovereign* may have men, guns, and ammunition put aboard her.

That it be referred to the Committee for Irish and Scottish affairs to take into consideration the present condition of the castles and forts in the Isle of Wight, as to the number of men which are at present in them, and also how those which are not sufficiently manned may forthwith be supplied, and report their opinion therein to the Council.

27. *March $\frac{10}{20}$, 165 $\frac{1}{2}$.—ORDERS OF THE COUNCIL OF STATE*

[R.O., Interr. I, pp. 433, 434.]

That the ship *Lion* be appointed to go convoy with the merchants' ships which are bound for

Hamburg, and General Blake is desired to give order for the said ship to go accordingly.

That it be referred to the Committee of the Admiralty to confer with the Committee of the Navy concerning the buying of the guns in Mr. Browne's storehouse, and if in case thereupon they shall find it necessary to buy the said guns, that they do proceed to contract for them for the service of the public.

That it be referred to the Committee of the Admiralty to peruse the list from the Trinity House, when they shall return it, and thereupon to appoint the setting out of such of them as they shall see cause.

28. *March $\frac{10}{20}$, 165 $\frac{1}{2}$.—THE COUNCIL OF STATE TO THE COMMISSIONERS AT THE TRINITY HOUSE*

[R.O., Interr. I, 97, p. 186.]

Gentlemen, — The Council hath thought it necessary that an account should be taken of such ships now in the river of Thames as are, or may speedily be made fit for the service of the public; we desire you therefore to take a list of all such ships, and to return the same to the Council by Friday next, in the afternoon, without fail.

Whitehall, 10th March, 1651.

29. *March $\frac{10}{20}$, 165 $\frac{1}{2}$.—THE COUNCIL OF STATE TO COLONEL WHETHAM, GOVERNOR OF PORTSMOUTH*

[R.O., Interr. I, 97, p. 185.]

Sir,—There being occasion at present for brass guns, we have resolved that all those in the garrison

of Portsmouth should be sent into the Tower of London, and for supply of your garrison have ordered the officers of the ordnance to deliver out of the stores unto you, or whom you shall appoint, eight culverins, and six demi-culverins of iron, with standing carriages to them. We therefore desire you to take speedy care to send all the brass ordnance in Portsmouth to the Tower of London.¹

Whitehall, 10th March, 1651.

30. *March $\frac{11}{2}$, 165 $\frac{1}{2}$.—THE COUNCIL OF STATE TO
THE COMMISSIONERS OF THE NAVY*

[R.O., Interr. I, 97, p. 199.]

Gentlemen,—The state of affairs in this present conjuncture requires that the fleet for the summer's guard should, before this time, have appeared in a fit equipage at sea; but, notwithstanding all directions and orders issued for that purpose, there is yet a great backwardness in these preparations. Where the neglect hath been we shall endeavour to inform ourselves, and deal with them as they deserve who neglect their trust in a business of so great weight. Meantime you are to use your utmost diligence in all things for expediting the fleet to sea for this summer's guard, according to the great consequence that service is of, in this present conjuncture, to the safety of the Commonwealth.

Whitehall, 11th March, 1651.

¹ Orders to much the same effect were given to the Governor and storekeeper at Hull, the Commissioners of the Militia for the county of York, and the Governor of Clifford's Tower, and to Quartermaster General Thomas Ireton, Governor of Landguard Fort.

31. *March $\frac{11}{2}$, 165 $\frac{1}{2}$.—THE COUNCIL OF STATE TO
THE OFFICERS OF THE ORDNANCE*

[R.O., Interr. I, p. 197.]

Gentlemen,—We are informed that, notwithstanding there have been all necessary orders issued for setting out the ships for this summer's guard, yet there is not that diligence in the execution thereof that the present state of affairs require. We know not what account you will be able to give of this neglect, which may have dangerous effects. We therefore require you to use all possible diligence in discharge of your duty, according to the directions you have, or shall receive from the Parliament, this Council, or any other they shall authorise for that purpose, that no ill accident may fall out for want of the timely appearance of our ships, in a fit equipage at sea, for the service of the Commonwealth.

Whitehall, 11th March, 1651.

32. *March $\frac{11}{2}$, 165 $\frac{1}{2}$.—THE COUNCIL OF STATE TO
GENERAL BLAKE*

[R.O., Interr. I, 97, p. 198.]

Sir,—It is not unknown unto yourself that there is extraordinary occasion for the hastening forth of the summer fleet, and we are very sensible of the backwardness thereof; therefore we desire you to repair to Deptford, Woolwich, and Chatham, and examine the cause of the backwardness of the fleet, and certify us in whom the fault lies; and we shall endeavour to remedy the same by removing those officers whom you shall find negligent in their trust, and placing honest men in their rooms, and use such other remedy as shall be most expedient for the good of the service.

Whitehall, 11th March, 1651.

33. *March* $\frac{1}{2}\frac{2}{2}$, 165 $\frac{1}{2}$.—*THE COLLECTORS OF PRIZE GOODS TO THE COMMITTEE*

[B.M., Egerton MSS. 1048, fol. 150.]

May it please this honourable Committee,—
According to your Honours' order of the 8th instant,
we humbly certify:—

	£	s.	d.	£	s.	d.
We have received from April '49						
to Michael. '50	19,420	10	3			
From Michael. '50 to this time	162,294	12	6			
	<hr/>			181,715	2	9
Out of which £181,715 2s. 9d.						
we have delivered to the use						
of the State, in ships and						
sundry goods	20,248	7	6			
Paid out upon orders of the						
Committee of the Navy	50,000	0	0			
Paid out upon orders of the						
Council	18,014	15	8			
For custom	12,508	3	8			
For collection from April '49						
to Mich. '50	971	0	0			
Charges of warehouse rents,						
lighterages, wharfage, coop-						
erage, portage, cartage	4,568	19	2			
Wages for waiters on board						
prizes	30,415	18	0			
Wages and victualling for the						
men that brought home the						
prizes	9,987	17	6			
Several petty charges	2,475	18	9			
Paid mariners' shares	26,933	12	8			
	<hr/>			148,724	12	8
Goods sold, but not delivered	8,000	0	0			
Goods remaining unsold	4,600	0	0			
Debts standing out	1,500	0	0			
	<hr/>			27,600	0	0
Remaineth in our hands	5,390	10	1
	<hr/>			181,715	2	9

Collection to be allowed
from Michael. '50.

Prize Office, 12th March, 1651.

JOHN SPARROW.
RICH. BLACKWALL.¹

¹ Appointed, together with Humphrey Blake, treasurers and collectors of prize goods by Act of Parliament on April 17, 1649.
B.M. Press Mark E, 1060, No. 22.

34. *March $\frac{1}{2}$, 165 $\frac{1}{2}$.—THE DUTCH AMBASSADORS
IN LONDON TO THE STATES-GENERAL*

[Add. MSS. 17677, U, fol. 127. Translated. Extract.]

. . . Meanwhile we have been informed that in the proceedings in the case of appeal, now pending before the appointed judges here, against Captain Pieter van Salingen, commanding the ship the Brack,¹ in the service of your High Mightinesses, it is probable, as the case now stands, that sentence will be pronounced against him for contumacy; we therefore, on the $\frac{1}{20}$ th of this month, made application that the same might be suspended until we should have been able to inform your H.M. of the matter, and receive your answer. Upon which, after the question had been debated on both sides, a final adjournment of three weeks was granted, at the end of which time, whether we have anything to bring forward or not, sentence will be given, and matters ordered as shall seem fitting to the above-mentioned judges.

March $\frac{1}{2}$, 1652.

35. *March $\frac{1}{2}$, 165 $\frac{1}{2}$.—ORDER OF THE COUNCIL OF
STATE*

[R.O., Interr. I, 66, p. 449.]

That the list of ships sent in this day from the Commissioners at the Trinity House be referred to the Committee of the Admiralty, who are to consider how the merchants' ships, now in the river of Thames, may be tallowed, and have their guns mounted, and report their opinions thereupon to the Council.

¹ 'The Brach.'

36. *March $\frac{13}{23}$, 165 $\frac{1}{2}$.—THE COUNCIL OF STATE TO
THE COMMISSIONERS OF THE TRINITY
HOUSE*

[R.O., Interr. I, 97, p. 200.]

Gentlemen,—We received from you yesterday a list of what ships were in the river of Thames, and excused the imperfection of the list by the shortness of the time. We approve of your diligence therein, and desire you to proceed further to give us the several tonnage of all those ships which are above 200 tons ; and as you have certified what guns they can bear, so we would be informed with how many of those guns they are furnished. And you are also, by virtue hereof, to require the owners of the said ships forthwith to rig and tallow the said ships, and mount their guns, that they may be in a readiness for service, if there shall be occasion. And if you find any of those owners refractory, or that delay to comply with this direction, you are to certify them to the Council, that further order may be taken therein. And this affair, as that which is of consequence, we recommend to your special diligence and care.

Whitehall, 13th March, 1651.

37. *March $\frac{13}{23}$, 165 $\frac{1}{2}$.—THE COUNCIL OF STATE TO
THE COMMISSIONERS IN SCOTLAND*

[R.O., Interr. I, 97, p. 201.]

My Lord and Gentlemen,—The Council having upon reference from Parliament taken into consideration how necessary it is in this present conjuncture to have as great a number of ships in readiness for the service of the public as they can, and finding a want of ordnance for that purpose, they have

found it necessary to desire your Lordship that the brass guns at Dumbarton and Stirling may be, with all expedition, put on board some of the men-of-war on that coast, and sent to London. Those at Dumbarton are one demi-cannon of eight, two demi-cannons of seven, two demi-culverins, four sacre and one minion. At Stirling there are three culverins, two demi-culverins, seven sacre, four minion, and two 12-pounders; with those we desire you also to send four of the worst battering pieces of brass that there are now at Leith. And whereas the Council is informed that there are a great number of loose iron guns, that lie in places of no security all along the Scottish coast, we desire your Lordship forthwith to give order for the getting together all those said loose iron guns lying out of security, and of which therefore there can be no use, and cause them to be shipped for London, and sent along with the man-of-war for convoy which brings the brass guns, or if they cannot be ready so soon as the brass guns may be sent away, that you speed them after with a convoy, who, having put them in safety, may return again forthwith to those seas. We desire this may be put into a present way of execution, and lay strict command upon those employed that they use all diligence in this affair, and we desire your Lordship to signify to the Council how the business proceeds.

Whitehall, 13th March, 1651.

38. *March $\frac{1}{2}$ ³, 165 $\frac{1}{2}$.—THE COUNCIL OF STATE TO
THE COMMISSIONERS OF THE NAVY*

[R.O., Interr. I, 97, p. 204.]

Gentlemen,—By the enclosed list you will understand what guns are now in your possession, of Mr.

Browne and Mr. Folio,¹ as being their own proper goods, and finding that at this present time there is much occasion for brass guns for the service of the fleet, we conceive it necessary that a view should be taken of them. We desire you therefore to appoint such persons as you shall think fit to view the said guns, and if you shall find thereupon that they, or any of them, may be fit for sea service, to contract with Mr. Browne and Mr. Folio for such of them as you shall see cause.

Whitehall, 13th March, 1651.

39. *March 13th, 1651.—THE COUNCIL OF STATE TO THE OFFICERS OF THE CUSTOMS IN THE SEVERAL PORTS*

[R.O., Interr. I, 97, p. 207.]

Gentlemen,—The Council having taken into consideration how necessary it is, in this present conjuncture of affairs, that all the shipping of this nation should be in a posture fit and ready to be employed for the common defence and safety, and to prevent all attempts of affront to be put upon this Commonwealth, they have thought fit to require you, as they do hereby, forthwith to make a survey of all ships in your port and the members thereof, and certify to the Council how many there are of the burthen of 200 tons and above, with their particular names and burthen, as also what guns they are fit to bear, and how many of those guns they are provided with, in what readiness they are at present for service and in what time they may be fully ready ; and you are by virtue hereof to require, in the name of this Council, all the owners of those

¹ Perhaps Foley or Foliot.

ships to cause the said ships to be forthwith rigged and tallowed, and what guns they have to be mounted upon them; and if you find any that shall not comply in fitting their said ships as aforesaid, you are to certify their names to the Council, that further order may be taken therein. This affair we recommend to your special diligence and care, and expect from you a speedy return according to these directions.

Whitehall, 13th March, 1651.

40. *March $\frac{1}{2}$ ⁵, 165 $\frac{1}{2}$.—ORDER OF THE COUNCIL OF STATE*

[R.O., Interr. I, 66. p. 458.]

That the ship *Nightingale*, whereof John Peterson is master, together with the goods aboard the said ship, taken by Captain Smith in virtue of the letters of reprisal granted to the administrators of Paulet, be restored unto the said John Peterson, in regard that the Council finds that the ship was taken by Captain Smith many days after the order of the Council issued out for the suspension of the said letters of marque granted to the administrators of Paulet.¹

41. *March $\frac{1}{2}$ ⁵, 165 $\frac{1}{2}$.—THE COUNCIL OF STATE TO THE OFFICERS OF THE ORDNANCE*

[R.O., Interr. I, 97, p. 208.]

Gentlemen,—There being at present some want of carriages for supplying the men-of-war appointed

¹ See No. 9.

for the summer's guard, we desire you forthwith to contract for five hundred ship carriages for guns, at the best and cheapest rates you can, and to be delivered with all possible expedition into the stores, for answering the present occasion and supplying future emergencies.

Whitehall, 15th March, 1651.

42. *March $\frac{1}{2}$, 165 $\frac{1}{2}$.—THE COUNCIL OF STATE TO
THE COMMISSIONERS OF THE NAVY*

[S.P. Dom. xxiii. 109.]

Gentlemen,—To the end that there may be no impediment given by want of victuals to the ships of war of this Commonwealth, in their prosecution of the public service in this conjuncture of time, wherein their diligence [is] so requisite, we desire you to give special order to the victuallers of the navy to put the full proportions of beer, and all other provisions, into all the State's ships ordered for the guard of the seas this summer.

Signed, in the name and by order of the
Council of State appointed by the authority
of Parliament,

P. LISLE, President.

Whitehall, 15th March, 165 $\frac{1}{2}$.

43. *March $\frac{1}{2}$, 165 $\frac{1}{2}$.—THE COUNCIL OF STATE TO
THE VICTUALLERS OF THE NAVY*

[R.O., Interr. I, 97, p. 210.]

Gentlemen,—We have thought fit, upon this present conjuncture of affairs, to reinforce the ships

of war of this Commonwealth, ordered for the summer's guard, and therefore desire you to make provision speedily at London and Chatham for 2,500 men, besides the 7,500 already declared unto you to be provided for.

Whitehall, 15th March, 1651.

44. *March $\frac{1}{2}$ ⁵, 165 $\frac{1}{2}$.—THE COUNCIL OF STATE TO
THE COMMISSIONERS OF THE NAVY*

[R.O., Interr. I, 97, p. 211.]

Gentlemen,—We have thought fit that your ship James and the Sun prize, now fitting at Portsmouth, shall be added to the summer guard. We desire you to issue forth your orders for the hastening and fitting them forth to sea with all the speed that may be, we being informed that they are ready to take in their victuals, and stay only for orders to receive it on board.

Whitehall, 15th March, 1651.

45. *March $\frac{1}{2}$ ⁵, 165 $\frac{1}{2}$.—THE COUNCIL OF STATE TO
THE COMMISSIONERS OF THE NAVY*

[R.O., Interr. I, 97, p. 212.]

Gentlemen,—We have resolved that the ships the Sovereign and the Resolution shall be added to the summer guard, we therefore desire you to cause them to be fitted forth to sea with all expedition.

Whitehall, 15th March, 1651.

46. *March $\frac{16}{28}$, 165 $\frac{1}{2}$.—THE COUNCIL OF STATE TO
MAJOR EVELYN, GOVERNOR OF WALLINGFORD
CASTLE*

[R.O., Interr. I, 97, p. 215.]

Sir,—There are several brass ordnance within the garrison of Wallingford, which may be spared for supplying of the navy, we therefore desire you to deliver unto Commissary John Phipps, or to whom he shall appoint to receive them, all the brass guns, with their equipage mounted, upon the line or within the garrison, to be by him brought up to the Tower of London for the abovesaid service.

Whitehall, 16th March, 1651.

47. *March $\frac{16}{28}$, 165 $\frac{1}{2}$.—THE COUNCIL OF STATE TO
COLONEL SCROOPE*

[R.O., Interr. I, 97, p. 217.]

Sir,—We have ordered and desired Mr. Thomas Newbury to receive into his custody, and send unto the Tower of London, all the brass ordnance, both serviceable and unserviceable, in the western garrisons of this Commonwealth; we therefore desire you, when he shall come unto you for those of Bristol, to deliver all unto him, both serviceable and unserviceable, that are in your custody.

Whitehall, 16th March, 165 $\frac{1}{2}$.

48. *March $\frac{17}{27}$, 165 $\frac{1}{2}$.—THE COUNCIL OF STATE TO
MR. GEORGE GOSNELL AND MR. JOHN ROBIN-
SON, AT IPSWICH*

[R.O., Interr. I, 97, p. 218.]

Gentlemen,—We have received your letter from Ipswich, of the 16th instant, with the particulars

enclosed of the ships in that port, and do well approve your diligence in that service ; as we do also the readiness of the owners and masters to serve the Commonwealth if there be occasion. We are not willing to put them to any unnecessary trouble, or interrupt the course of their trade, and therefore, having been informed of their number and strength, we think fit they be permitted to go on their voyage, without any further stay, which we desire you to signify forthwith unto them accordingly.

Whitehall, 17th March, 1651.

49. *March $\frac{18}{28}$, 165 $\frac{1}{2}$.—THE BOARD OF ADMIRALTY
IN AMSTERDAM TO THE STATES-GENERAL*

[Archives of the Hague. Translated.]

High and Mighty Lords,—Some days ago we received your H.M.'s dispatch, and with it the resolution of the $\frac{6}{16}$ th,¹ on the fitting out of the hundred men of war (beyond the fifty) which, in consequence of your H.M.'s resolutions of ^{Feb. 22} _{March 3} and March $\frac{2}{12}$, was committed to the management and care of the respective Boards of Admiralty. This resolution, in effect, requires that the hiring of the aforesaid ships should be placed in the hands of the aforesaid Boards, to be dealt with conjointly by some deputies chosen from them and authorised for the purpose, though no further order is given us as to the time when, or place where they are to meet.

Item : That these deputies are to be bound to have ships not less than 120 or 125 feet in length, 27 or 28 feet beam, 100 from the top of the main-

¹ No. 23.

mast to the deck, and at least 6 feet under the half-deck at the main-mast ; and there is also to be a list of the crews, and of the number of guns, without any dispensation in the case that ships of this kind are not to be found.¹

And lastly, that the necessary money is to be got together by the extraordinary consent of the different provinces, without any assignation of sources² where it is to be found, and to whom we should have to address ourselves in order to receive it ; but it is required to be provided in ready money for the taking in hand of this equipment.

This having been ripely deliberated on by us, we cannot but dutifully acquaint your H.M. that, in respect of the first requirement, we have been hindered from doing anything to carry out your H.M.'s good intention before the arrival of the said deputies, of whom we neither hear nor understand anything. As to the second, we answer that we see no probability of obtaining the fourth part of the aforesaid ships of those certified as suitable to be fitted out in the way your H.M. desire (beyond the fifty already hired³). And concerning the last (in consequence of the former equipments, under the flag of Lieutenant-Admiral Tromp, and in assisting the West India Company on the coast of Brazil), we find it difficult to obtain the payments promised by the respective provinces (to say nothing, as we have on all occasions complained to your H.M., of their

¹ *Sonder dispensatie, in cas soedanigch Scheepon niet te becomen mochten syn.* This probably means that if they are not to be got in the place, they must be got elsewhere. Excuses will not be taken.

² The provinces are to vote the money to be paid to the Boards. They are not to assign certain sources of revenue to them, saddling them with the expense and uncertainty of collecting it.

³ *I.e.* by the Directors.

negligence in meeting later claims).⁵ In consideration whereof, we could not resolve further to burden our Board with extraordinary equipments, unless we could be assured where, and by whose hands, the money required for the final discharge and paying off of the ships and of the crews employed on them could be brought together and furnished without such troublesome solicitation as that to which we have long been subjected. We therefore most dutifully pray your H.M. at once to be pleased to dispense with our joining the deputies of the other Boards in hiring the ships, and also in fixing, with the particularisation of the number of guns and of the men for them,¹ with an authorisation to do that which is most serviceable to the country, as according to the conjuncture of this time and the ships at hand can be carried into effect.

And, further, that you will cause the required security for the money to be handed over to us, with complete assurance that when we receive it, we shall manifest as much zeal and economy as your H.M. can expect from our duty.

Herewith, &c.

In Amsterdam, March $\frac{1}{2}$ ⁸, 1652.

50. *March $\frac{1}{2}$ ⁹, 165 $\frac{1}{2}$.—THE DUTCH AMBASSADORS IN LONDON TO THE STATES-GENERAL*

[Add. MSS. 17677, U, fol. 134b. Extract. Translated.]

. . . On the $\frac{1}{2}$ ⁶th of this month we received two separate dispatches from the Committee of the Board of Admiralty in Amsterdam, dated March $\frac{2}{12}$ and $\frac{3}{13}$, informing us of the cases of La Barre and Green,

¹ The guns and men were supplied by the owners from whom the ships were hired.

respectively. The case of La Barre (however absurd it may be as regards the two sentences given therein, and confirmed by decree) is being secretly pushed on; and your H.M. may see by the memorandum of the year 1645 to the Ambassadors who were then here, delivered to us again at the last meeting, and forwarded in our last dispatch as No. 4 under Letter B,¹ how the case is revived therein. As regards Captain Green, he has meanwhile addressed himself to us, complaining of the unjust detention (so he says) of himself and his crew by our people, and especially that the question of the seizure of his prize is absolutely ignored, without any reason or cause assigned, which prize he asserts was lawfully taken; and he demands satisfaction thereupon from us, or else an inquiry by the Government here. In answer to which we have informed him that we will lay the matter before your H.M., and await your reply, which we do by these presents, and are your humble suitors.

A similar affair to that of Captain Green occurred about ^{Feb. 20}_{March 1}, when (as we have just been informed) a buss from Flushing, called the Fortuyn,² Adr. de Lange, master, sailing from Brittany with wheat, on account of a merchant at Middelburg, was taken by an English captain named Mouron, having letters of reprisal against the French, and two or three hours afterwards the same boat, with the nine Englishmen in her, was taken again by the Dutch ship of war, supposed to be Captain Dorrevelt's; the master had been taken on board by the English captain, and sent to Portsmouth, where he was kept in prison several days, until he was enlarged on the security of a Dutch

¹ Not in the collection from which this is printed.

² The Fortune.

factor there. The ship *Nachtegael*¹ (of which we reported to your H.M. in our dispatch of ^{Feb. 20} March 1st, and which is included in the list enclosed therein) has been discharged by an order from the Council of State;² so far we have been unable to obtain a copy of this order.

The ship *Fortuyn*, of Schiedam, Jan Corneliszoon Does, master, has likewise been discharged by an order of the Admiralty judges here, the goods on board being declared free. On the other hand, the ship *Liefde*,³ of Amsterdam, Captain Meyndert Corneliszoon, of Enckhuizen, was brought in on the $\frac{1}{2}$ ⁶th; she was coming from Marseilles, and was taken off Cape St. Mary on ^{Jan. 25} Feb. 4 by the Parliament ship *Phoenix*, because she had some French goods on board, as some of her crew confessed, and more were found upon a strict search being made. . . .

Chelsea, near Westminster, March 29, 1652.

51. *March* $\frac{20}{30}$, 165 $\frac{1}{2}$.—*THE COMMITTEE OF THE BOARD OF ADMIRALTY IN AMSTERDAM TO THE STATES-GENERAL*

[Archives of the Hague. Translated.]

High and Mighty Lords,—We doubt not that by the answer of your H.M. to our letter of the $\frac{1}{2}$ ⁸th we shall receive satisfaction, and orders for the beginning of the equipment of our share of the hundred extraordinary men-of-war. Yet considering that it is now the season for the fitting out of the merchantmen for Greenland, which, reckoning the numbers going to that quarter in past years,

¹ The Nightingale.

² See No. 40.

³ The Love.

will carry off at least 8,000 seafaring men, without possibility of shortening their voyage, even if they were given double pay,¹ and that we already perceive that there is thereby a scarcity and absence of the aforesaid seafaring folk, so that (if they are not stopped from their preparations) we fear that we shall be unable punctually to provide with seafaring men even the first fifty Directors' ships, and much less be able to put to sea also those of the Board, as we have already stated. We have also understood from flying rumours that the Directors in other Quarters² are here seeking and entering men in an underhand fashion, at a much higher rate of pay than is fixed for the national men-of-war.

We have not been able to omit giving this information to your H.M. by this express, and asking you to consider whether it is not most necessary provisionally to stop the aforesaid equipment for Greenland at the time when the men-of-war of the country have to be provided with men.

Herewith, &c.

In Amsterdam, March $\frac{20}{30}$, 1652.

52. *March 22*
April 1, 165 $\frac{1}{2}$.—*THE COUNCIL OF STATE TO THE COMMISSIONERS OF THE NAVY*

[R.O., Interr. I, 97, p. 227.]

Gentlemen,—We have thought fit to make some additional number of men to all the State's ships that are appointed for this summer's guard, as you will understand by the list sent you herewith. We desire you to issue forth your orders for the

¹ *I.e.* it would be no use to give them double pay to induce them to return when wanted.

² Outside the Quarter under the authority of the Board of Amsterdam.

adding of so many more men on each ship as you will find set down in the said list, and that it may be done with all expedition, especially on those ships that are already at sea.

Whitehall, 22nd March, 165 $\frac{1}{2}$.

53. *March 23,*
April 2, 165 $\frac{1}{2}$.—ORDERS OF THE COUNCIL OF
STATE

[R.O., Interr. I, 66, p. 493.]

That it be referred to the Committee of the Admiralty to prepare an account to be given to the Council of what ships are already appointed for this summer's guard, and the several stations to which they are appointed, and the time when they will be ready; and likewise to take into consideration what ships more may be necessary to be set forth, and what other officers for the commanding of the fleet, may be thought fit to be made choice of; and also what general instructions are to be given to the commanders of the fleet for the direction of them in their employments, and to report their opinions to the Council upon the several matters referred, with all possible speed; and they are to send for the Commissioners of the Trinity House, or any other persons whom they shall think fit, to advise with from time to time upon any of those matters.

54. *March 23,*
April 2, 165 $\frac{1}{2}$.—THE COUNCIL OF STATE TO THE
OFFICERS OF THE SEVERAL PORTS

[R.O., Interr. I, 97, p. 228.]

Gentlemen, — We have received your letters intimating that you have caused a survey to be

taken of all the ships in your port. The Council have taken notice and do well approve of your diligence and readiness in the public service, and have thought fit to let you know it was not their intention to lay any restraint upon trade, or stop upon any ships in your port, but do hereby give leave to all ships that are outward bound and ready to set sail to proceed on their intended voyages, provided you give us an account whither each ship is bound, and how many remain in port which may be serviceable upon any emergency.

Whitehall, 23 March, 165 $\frac{1}{2}$.

Portsmouth, Carisbrooke, Southampton, Newcastle, Weymouth, Hull, Poole, Yarmouth, Dartmouth, Ipswich, Bristol, Dover, Barnstaple.

55. *March 24,*
April 3, 165 $\frac{1}{2}$.—*ORDER OF THE COUNCIL OF STATE*

[R.O., Interr. I, 66, p. 497.]

That the Council do proceed to the nomination of a Vice-Admiral and Rear-Admiral for the fleet to be for this summer's guard.

56. *March 24,*
April 3, 165 $\frac{1}{2}$.—*THE COUNCIL OF STATE TO THE ADMIRALTY COMMITTEE*

[R.O., Interr. I, 97, p. 232.]

Gentlemen,—The Council, finding it very necessary for the Commonwealth that the fleet appointed for the summer should be [re]inforced¹ by

¹ 'Inforced,' MS.

the addition thereto of the remainder of ships appointed by Parliament for convoys that are not yet taken up, do conceive it very requisite that all possible expedition be used for the providing of the said shipping. We desire you therefore to give your directions to the Commissioners of the Navy to contract for them, and therein to make choice of such ships as may be fit for the public service, and that they contract with the owners for the employing of their ships, six months certain, and eight months uncertain, which ships the Council intend to employ only so long as the pressing services of the Commonwealth shall require, and, after that, to dismiss them to the service of convoys, for which they were first appointed.

Whitehall, 24 March, 165 $\frac{1}{2}$.

57. *March 24,* 165 $\frac{1}{2}$.—*THE COUNCIL OF STATE TO THE COMMISSIONERS OF THE NAVY*
April 3

[R.O., Interr. I, 97, p. 230.]

Gentlemen,—The Council being informed that the ships Entrance, Fairfax, Centurion, Assurance, and Adventure are coming to the Downs, have conceived it fit that they should remain at sea for two months longer. We desire you therefore to give order that provisions of all sorts may be made for them for two months to come and sent down to them, and that all things necessary for the accommodating of the seamen may be dispatched unto them, and, to the end the ships' companies may be encouraged to continue in the service for the time mentioned, we desire you to pay unto them so much of their pay for the time past as may give them satisfaction and contentment. We are also

informed that there are two ships now at Portsmouth and other two in the river of Thames which are fit to be made fire-ships; we desire you will cause them to be furnished with all things necessary for that service, and to dispatch them speedily into the Downs. . . .

Whitehall, 24 March, 165 $\frac{1}{2}$.

58. *March 24*
April 3, 165 $\frac{1}{2}$.—*THE COUNCIL OF STATE TO*
GENERAL BLAKE

[R.O., Interr. I, 97, p. 231.]

Sir,—The Council having taken into serious consideration the great occasions there may be of ships of war to be at this present in the Downs, by reason of the backwardness of many of those ships now at Chatham and in the river of Thames, have thought fit to order that the Entrance, and the four ships now with Captain Penn, viz.—the Fairfax, Centurion, Adventure, and Assurance—be likewise kept forth for two or three months longer; for the better effecting whereof order is given to the Commissioners of the Navy to cause the companies of the said ships to be paid off such a considerable part of their wages as will give them content. We doubt not of your discreet management of this business by dealing with the officers and companies of the said ships, so as that they may receive full satisfaction therein. Considering how the affairs of State at present stand, which requires a further service abroad, we desire you to cause a view to be taken of the ships above named, and to certify thereupon whether they be fit for present service.

Whitehall, 24 March, 165 $\frac{1}{2}$.

59. *March 25*
April 4, 1652.—ORDERS OF THE COUNCIL OF
STATE

[R.O., Interr. I, 66, pp. 503, 506, 508.]

That a messenger of the Council do take direction from Mr. Rowe to go down the river of Thames, for the finding out of such ships as he shall give him an account of.

That it be referred to the Committee for the Ordnance to hasten in the brass guns which are abroad in the several garrisons of this nation, that they may be in readiness for the service of the sea.

That the Lord General and Mr. Denis Bond be desired to go down to Chatham to see in what forwardness the ships that are there fitting forth for this summer's guard are, and to quicken the officers in the speedy hastening of them forth ; and that they be likewise desired to repair to Colonel Blake, in the Downs, and to confer with him touching such instructions as are fit and necessary to be given to the Commander-in-Chief of the fleet, and to make report to the Council of what they shall do therein.

That a letter be written to the Committee of the Navy to contract with the gunfounder for guns to furnish the ship *Antelope*, the *Drake*, *Merlin* and *Martin* frigates, and two shallops that are to row with twenty oars apiece which are now building, and will shortly be finished and set out as part of the summer guard.

60. *March 26*
April 5, 1652.—THE COUNCIL OF STATE TO MR.
ROWLAND DAWKINS¹ AT CARMARTHEN

[R.O., Interr. I, 97, p. 242.]

Sir,—We have received your letter from Carmarthen intimating that you had made stay of and

¹ Afterwards Deputy Major-General in South Wales.

secured a small vessel belonging to the Dutch, which arrived at the quay of Tenby laden with sack and sugar from Porta Porta,¹ and bound for Rotterdam. We conceive no cause for her detention, and therefore desire you forthwith to discharge her free to proceed on her intended voyage.

Whitehall, 26th March, 1652.

61. *March 26*, 1652.—*THE COUNCIL OF STATE TO THE*
April 5
COMMITTEE OF THE NAVY

[R.O., Interr. I, 97, p. 237.]

Gentlemen,—There being some frigates now building for the service of the Commonwealth which we are informed will be finished about² next, and upon consideration had of what ordnance are in being for that use, do find that, unless some speedy care be taken for the making of a supply, the setting out of those frigates will be delayed, we desire you therefore to take the same into your consideration and to contract timely for such and so many guns as the said frigates are designed to carry, that no disappointment may be to the public service for the want of them.

Whitehall, 26th March, 1652.

62. *March 26*, 1652.—*THE COUNCIL OF STATE TO THE*
April 5
LORD MAYOR, COURT OF ALDERMEN, AND
THE COMMITTEE OF THE MILITIA OF
LONDON

[R.O., Interr. I, 97, p. 236.]

My Lord and Gentlemen,—The season of the year and the present state of affairs requiring the speedy setting forth of the fleet for this summer's

¹ Oporto.

² *Sic* in MS.

service, and the Council finding that many of the brass guns which were formerly used in the fleet have been during the late wars carried to several garrisons in the nation for the defence of them, from whence they are not yet returned, by reason of which there is at present some want of guns fit for the service of the sea, and being informed that there are divers brass guns at Gresham College, and in other places of the city, which are under your keeping, which may be fit for this occasion, do therefore desire you to give order to such person in whose custody they are to deliver them unto the officers of the ordnance, to be disposed by them according as they shall receive direction from the Council, which we desire may be done with all possible expedition, the importance of the service to which they are designed admitting of no delay; and for that the Council is informed that there is a pretension of right made to the said guns on the behalf of the city, the Council will be ready to receive and consider of any claim which they shall make unto the said guns, and if thereupon it shall appear that they do of right belong to the city will take care after the service shall be past to which they are designed that they shall either be restored or satisfaction made for them according to their value.

Whitehall, 26 March, 1652.

63. ^{March 26,}_{April 5,} 1652.—*THE COUNCIL OF STATE TO GENERAL BLAKE*

[R.O., Interr. I, 97, p. 235.]

Sir,—By the enclosed petition you will understand that the merchants trading to the Eastlands have some ships now riding in the Texel freighted with the commodities of that country, which lie there for want of a ship of war to bring them from

thence hither. We desire you that you will give order to such of the State's ships with you as you shall judge fittest for that service to sail thither and take the said ships into his convoy, and bring them into the Downs. We desire also that you will make use of this opportunity to inform yourself of what preparations of shipping are making in those parts and of the present state of affairs there.

Whitehall, 26 March, 1652.

64. *March 29*
April 8, 1652.—*VICE-ADMIRAL JOHAN EVERTSEN*
TO THE STATES-GENERAL

[Archives of the Hague. Translated.]

High and Mighty Lords,—By way of report in answer to your H.M.'s directions of the 28th March last, inclosing your H.M.'s Resolution of the same date, to the effect that it is said that certain acts and speeches of ours tend to excite contempt and disdain for the English nation and Government, your H.M. will please to understand that it is so far from being the fact that any occasions for complaint have been given by us to the English, that we, on the contrary, having regard to the present conjuncture of affairs, have in all respects endeavoured to conduct ourselves towards them with all courtesy, even more than formerly,¹ and, as far as I know, nothing has occurred that the English have taken offence at during the time that I have been cruising this winter except the following matters set out in the form of a log.

¹ Jonkheer van Riemsdyk informs me that this is followed by 'maer also uw Ho. Mo.,' after which there are four and a half lines rendered illegible. He suggests that the intention of the writer was to render these five words illegible as well; and as it is impossible to make sense of them with the remainder of the sentence, this explanation may be accepted without hesitation.

On January $\frac{14}{24}$, at Falmouth, whilst I was hauling the ship under my command inshore for the purpose of cleaning her, it happened that an English ship lay not far off, along the side of which we were obliged to tow her up, so that the ships grazed each other, but without doing the smallest damage to the English ship; in spite of which the English master and his crew uttered all manner of abusive words and insults against us without any reply thereto being made from our side, since I had expressly forbidden our crew to do so.

On February $\frac{7}{17}$, Captain Cornelius Hoola having likewise cleaned his ship in Falmouth, while hauling off-shore he was driven by the violence of the gale stern-on to the rocks, so that, in order to obtain help from our other ships, he caused a gun to be fired as quickly as possible; and, what between great haste and some confusion, the gun was fired without taking out the ball, so that it fell on the shore, but without doing any harm whatever; and as I knew that the matter was taken very seriously by the English, I sent and caused excuses to be made for it by an express to the Commandant in the Castle, whereupon he declared that he was satisfied.

On February $\frac{10}{20}$, as we were sailing out of Falmouth and Captain Hoola was coming out last of us, two shotted guns were fired at him from the Castle, whereupon he sent his launch to the shore to ask the reasons for the firing; and they returned the answer that we and he, Captain Hoola, in sailing out had fired no salute; and although we thought that we had shown them honour enough in dipping our flag, and had before that on sailing in twice saluted the Castle, once with five and once with three guns, and one into the bargain as an acknowledgment, they replied

with an additional allegation that Captain Hoola had not lowered his topsails sufficiently.

On the $\frac{1}{2}\frac{6}{6}$ th, before day, whilst it was still dark we crossed the course of an English ship bound from London to the West Indies, and through mistakes on both sides came so far into collision that the topsail of the English ship was torn by our main-yard, and thus we parted company, the Englishman sailing west and we holding on our course to the south.

On ^{February 26}_{March 7} we saw an English ship which, when we gave chase, waited for us and, as we came up, shot at our flag, but I ignored this and twice sent my launch to board her and request her captain to be pleased to bring or send his commission on board my ship. . . . I did this the rather because, from her having the appearance of a Flemish frigate, we could only presume that the stranger was more probably an Irish ship than a Parliamentarian.¹ This being flatly refused by him with many insolent speeches, I sailed close alongside of him with the ship under my command, and called out to him that he must send his commission on board at once or else we should treat him as a pirate and attack him. Thereupon they all replied that they would do so, if we would be pleased to send our launch again as they had none of their own. We examined the commission and found it to be a Parliament frigate of 18 guns, Captain Richard Johnson, bound from Galway in Ireland to Portsmouth. Accordingly, in parting company with us, he saluted us with six guns,² and we also made a like return.

¹ Dunkirk frigates were employed to keep up a communication between the Continent and the Irish holding out against the English Government.

² By the present practice the number of guns is odd for a salute.

Thus I make all this known to your H.M. plainly and in accordance with the truth, and protest before your H.M. that never before this, in the whole course of my service, have I used more caution (so far as I, in fact, found it possible) to bear myself towards the English nation in all respects and to manage so as to give them no offence, and trusting that your H.M. will be satisfied in this matter, I pray, &c.

Your High Mightinesses' faithful and
humble servant,

JOHAN EVERTSEN.

From Flushing, ^{March 29}_{April 8}, 1652.

65. ^{March 30}_{April 9}, 1652.—*ORDER OF THE COUNCIL OF
STATE*

[R.O., Interr. I, 66, p. 518.]

That Dr. Walker be sent unto to take the deposition of John Johnson, upon oath, lately come out of Holland, concerning the embargo laid upon the English shipping there, and he is to take care it be done without fee, and sent to the Council by to-morrow in the afternoon.

66. ^{March 31}_{April 10}, 1652.—*ORDERS OF THE COUNCIL OF
STATE*

[R.O., Interr. I, 66, pp. 522, 523.]

That it be referred to the Committee of the Admiralty to dispose of the ships designed for ordinary convoys to the service for convoys, except those intended for the Straits, in case that the information now given in of the freeing of the English ships from the embargo laid upon them in Holland shall appear to them to be true.

That the list of all the guns in the city returned by the officers of the ordnance to the Council be referred to the Committee of the Ordnance, who are to select out of them such guns as shall be found to be most useful for the public service, and to report to the Council a list of the same, and they are likewise to call for an account from the officers of the ordnance of what guns by indenture were delivered out of the Tower for the use of the city forts, and what they received back again, and to report that likewise to the Council.

That after the Committee of the Ordnance shall report what guns of those in the city shall be found useful for the public, that a letter be written to the Common Council of London to desire them to deliver such guns to the officers of the ordnance by way of indenture.

67. *March 31*
April 10, 1652.—*THE COUNCIL OF STATE TO*
GENERAL BLAKE

[R.O., Interr. I, 97, p. 248.]

Sir,—We are given to understand that there are divers vessels to be set forth from the coast of Sussex, designed for the mackerel fishing, the commanders whereof have desired that a small vessel or two of the State's may be ordered to attend them during the fishing season; we therefore desire you to appoint such vessel, or vessels, employed in the State's service for this expedition, as you shall think fitting, and that it be done with as much speed as may be.

Whitehall, 31st March, 1652.

68. *April* $\frac{2}{12}$, 1652.—ORDERS OF THE COUNCIL OF
STATE

[R.O., Interr. I, 66, pp. 533, 536.]

That the Council do continue their desire to the Lord General and Mr. Bond to proceed in their journey to Chatham and the Downs.

That a letter be written to the Commissioners of the Navy to give order to the victuallers of the navy to provide only for 1,000 men more, which makes 8,000 men in the whole; and in case there be occasion for more provision to be made, then it may be done in the months of August and September next.

69. *April* $\frac{5}{15}$, 1652.—HENRY CROMWELL TO
GENERAL MONCK

[S.P. Dom. xxiv. 4.]

Sir,—I understand that there hath of late been given protections to several ships (to prevent the pressing of their men). The bearer, Captain James Russell (who hath formerly been with you in the public service), hath long attended for an opportunity to proceed in his voyage to the Indies, but would not venture for want of a safeguard for his men, which are not above twenty-five seamen and fifteen landmen. If you can (without prejudice to the public) give him your protection, you will do an act of high charity, and very much oblige

Your affectionate friend and faithful servant,

H. CROMWELL.

Cockpit, this 5th April, 1652.

70. *April* $\frac{5}{15}$, 1652.—*WILLIAM PARRISH TO HENRY JOHNSON, BLACKWALL*

[S.P. Dom. xxiv. 5.]

Brother Johnson,—My love with my wife's to you, and my sister remembered, hoping of your healths, &c. Whereas we received an order from the Commissioners of the Navy, as by this enclosed you may understand, for the impressing of seamen for the State's service, we were required to lay out to every man 1s. press money, and 1s. *ob*¹ a mile, and to sign tickets to every man for Chatham or Woolwich, we have impressed fourteen, and assigned their tickets to Woolwich; they received of us 12s. a man, which amounts to in the whole 8*l.* 8*s.* I would entreat you to do us that office of love as to go to the said Commissioners and tender this enclosed account, and receive the money for us. I do not doubt but upon sight thereof it will be paid you, not else at present to trouble you. With all rest,

Your loving brother,
WILLIAM PARRISH.

Southwold, this 5th April, 1652.

Our town might have afforded us more seamen, but we had about four-score in the State's service before the order came to our hand.

Pray receive the 10*s.* for Mr. Waynflett; it is so small a sum it will not be worth the sending for it on purpose. There came in but one volunteer at the beat of the drum, many being gone the week before the order came.

¹ *I.e.* a halfpenny.

71. *April* $\frac{6}{16}$, 1652.—*ORDERS OF THE COUNCIL OF STATE*

[R.O., Interr. I, 66, p. 550.]

Upon consideration had of the cases of the ships the Salamander of Lübeck, the Three Golden Herrings of Rotterdam, the Golden Buss of Hoorn, and the Hope of Amsterdam, it is ordered that it be referred to the judges of the Admiralty to give order for the immediate release of the said ships and goods in case they find, upon the examination of their several cases, no cause for their further detention.

That it be referred to the judges of the Admiralty to proceed to the examination of the cases of the ships Prince of Amsterdam and Peter of Hoorn, and thereupon to proceed with them according to law and justice.

72. *April* $\frac{9}{19}$, 1652.—*ORDER OF THE COUNCIL OF STATE*

[R.O., Interr. I, 66, p. 572.]

That a letter be written to the Commissioners of the Navy to give order to Mr. Peter Pett, the State's master shipwright, to build two frigates in the State's yard at Deptford, the one to be of the dimensions with the Diamond, and the other of the dimensions with the Sapphire.

73. *April* $\frac{15}{25}$, 1652.—*ORDER OF THE COUNCIL OF STATE*

[R.O., Interr. I, 66, p. 596.]

That a letter be written to General Blake to desire him to give order that no men may be im-

pressed to the service of the Commonwealth off any ships outward bound, it being of very much prejudice to the trade and shipping of this nation.

74. *April* $\frac{1}{2}$ 6, 1652.—*REPORT TO PARLIAMENT ON THE CHARGE OF THE NAVY*

[C.J., vii. p. 122.]

Colonel Thompson reports from the Committee of the Navy the state of the navy.

An estimate of the charge of the fleet and convoys for this year's service ; and for building of ships, providing of ordnance, and of such moneys as stands charged on the Committee for the Navy :—

	£	s.	d.
By so much proper to the last year's service done, and provisions received into the stores before the 25th December, 1651, which was then unpaid	100,000	0	0

The charge of the summer's guard, with the several fleets abroad, and of 4,030 men for convoys, according to estimates thereof already delivered into the Parliament is	613,704	0	0
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For setting forth the Sovereign and James to sea, with 900 men, for six months	21,600	0	0
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For building of eleven ships—viz., one of the second rate, one of the third rate, six of the fourth rate, and three of the sixth rate, and for fitting the same	65,000	0	0
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For buying 335 pieces of ordnance which the Sovereign and other ships want, if of brass will cost 67,200 <i>l.</i> , if of iron	13,520	0	0
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	£	s.	d.
Moneys charged upon the customs, by order of Parliament, for provision of powder not proper to the navy	13,666	13	4
Moneys payable to the judges of the navy	1,500	0	0
Payable to the Earl of Nott [ingham]	500	0	0
Sum is	829,490	13	4

Memorandum. There is due for freight of shipping
in the years 1644, 1645, 1646, &c.,

	£	s.	d.
Towards which the Committee have only the assignments follow- ing—viz. the receipts of the customs, which besides the Algiers duty and the impost upon coals received for the use of the poor, are estimated to be clear of all charges	250,000	0	0
Excise of salt	15,000	0	0
Additional excise	6,000	0	0
More, receivable out of the excise by order of Parliament of the 2nd of September, 1651 . . .	100,000	0	0
More, by estimate that may arise out of discoveries that have been made by the Lord Baltimore and Mr. Maidwell	5,000	0	0
Prize goods, per estimate			
Sum is	376,000	0	0

So remains to be provided for carrying on of the said service . . .	453,490	0	0
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Ordered by the Parliament that this report be
recommitted to the Committee of the Navy to

consider how this sum of money may be raised and provided for carrying on this business, and report their opinion therein to the Parliament on this day fortnight.

Resolved, that it be referred to the Committee of the Navy to take a particular account of the prize goods, and report to the House the state of that account on this day month.

75. *April* $\frac{16}{28}$, 1652.—*ORDER OF THE COUNCIL OF STATE*

[R.O., Interr. I, 66, p. 601.]

That Henry Mason, John White, and John Seward do command three of the four fire-ships that are appointed to be set forth for their expedition ; and that commissions be issued out to them accordingly.

76. *April* $\frac{23}{May 3}$, 1652.—*REASONS FOR PUTTING UNDER THE COMMISSIONERS OF THE NAVY THAT BRANCH OF THE ORDNANCE THAT RESPECTS THE NAVY*

[C.J., vii. p. 124.]

1. The transaction of the service of the navy, in two offices, under distinct commands, and in several places, doth necessarily expose the State to the expense of more time than is needful, or otherwise would be expended, if the whole business were settled in one commission, and dispatched at one and the same time, from one and the same persons and places.

2. Upon the loss of time for want of gunners' stores depends oftentimes the loss of a service, and the opportunity of a fair wind ; and always the un-

necessary charge of victuals and wages to a ship full manned, till the gunner be supplied ; and after that, till the wind turns ; which together with the subjects' loss, for want of convoy and guard in the seas, hath been no small damage to the State in ten years past.

3. In the case of a fleet going to sea, the want of guns or gunners' stores for one ship may beget the same unnecessary charge to the State of victuals and wages to the whole fleet, till those stores be provided and supplied.

4. If this business were settled in the Commissioners of the Navy, all that trouble and care that now attends the Council of State, Committee of the Admiralty, Committee of the Navy, or their secretaries, in writing double warrants for one and the same service, to distinct officers would be avoided ; and for want hereof, it falls out too often that the Commissioners of the Navy receive their warrants, and finish half the service required from them, before the officers of the ordnance know of any such service, or have any warrant for the same.

5. As the service is now acted, the State knows not where to lay the blame in case of neglect, the Commissioners of the Navy excusing themselves by the default of the officers of the Ordnance, and they by the default of the Commissioners of the Navy, and between both the State suffers, and oftentimes those in whom the fault is not do bear the blame ; all which would be remedied if the service were settled in one office.

6. Divers petty provisions are at present supplied by the Commissioners of the Navy to all gunners, for which they neither indent to the Commissioners, nor yet account for to the officers of the Ordnance, being not included in their indentures in that office.

7. Many wastes and embezzlements are (and more might be) discovered by the Commissioners of the Navy, and their instruments, if the gunners were under their command; but in regard they do not indent with them nor account to them for their stores, they neither do nor can perform that service to the State, in finding out or punishing the gunners' abuses, as otherwise they both might and ought.

8. All breeching and tackles for guns are now made of new hemp, and bought at 28s. the hundred-weight, or thereabouts, to no small charge to the State; whereas, if the service were settled in the Commissioners of the Navy, they doubt not to save a great part of that charge by new-working the State's old junks into breechings and tackles; and for want of such a vent for the State's junks or old cables, they are forced to sell them by the candle at low rates.

9. Hereby the salaries, now given to the officers of the Ordnance for this duty, may be saved to the State; and yet the service as equally well (if not better for the State) executed by the Commissioners of the Navy, without any addition to their number or present salaries.

10. All or most part of the travelling charges expended yearly by the officers of the ordnance, their clerks, and other instruments, to survey ships' stores, balance gunners' accounts, and re-supply stores, may be saved, both at Chatham, Deptford, Woolwich, and Portsmouth, where constantly some one or more of the Commissioners of the Navy do attend all pays, and where the clerks of the survey are already resident, who for a small recompense, or augmentation to what they now have, both may and will as equally execute that service that respects the gunner and his stores, as they now do the service that respects the boatswain and his stores.

II. The charge of transportation of guns, and all gunners' stores (excepting powder) to and from Chatham, Woolwich, and Deptford may, for the most part, be saved by the Commissioners of the Navy's care in this business, there being convenience of wharfs for the guns and storehouses for all provisions, excepting powder, in all yards, without further charge to the State than the bare delivery on shore, and receipt on board of the said provisions.

And also additional reasons given by the officers of the Ordnance against the transporting that branch in the office of the Ordnance which respects the navy to the charge and care of the Commissioners for the Navy.

According to order of the honourable Committee of the Ordnance, the officers of the ordnance do humbly offer these additional reasons why, in their opinion, it can neither be for safety or advantage to the State to transport that branch in the office of the ordnance which respects the navy to the charge and care of the Commissioners of the Navy, viz.:—

The Parliament have been pleased very much to enlarge unto the present Commissioners the powers which were or have been granted unto any former Commissioners for the Navy; that by that means they are at present vested with a sufficiency in the several particulars following:—

1. In the contracting for, receiving, keeping, issuing forth, all manner of sea-stores employed towards building, repairing, rigging, and equipage of any ships for sea-service.

2. In issuing forth upon their own warrants divers considerable sums of money, and engaging the credit of the State for any greater sums for service of the navy.

3. In impressing any number of men, to be borne upon those ships for present service.

4. In drawing forth any quantity of victuals from the victuallers for the navy, by warrants under their own hands, for such numbers of men as have been by them impressed to be borne upon those ships either already in, or fitted up for, present service.

In all which trusts, if the treasurer for the navy do agree, there can be no check or control kept upon them, other than the admiral of the fleet ;¹ who are not, nor can be, so far acquainted with their actings at all times until the service be performed ; nor can therefore the Parliament, or Council of State, be fully informed, from any other hand than their own, how far they have executed, or exceeded, their commands in a service of so great importance.

5. All the naval service aforementioned is generally transacted by three hands ; there being two of their number upon particular residence, and cannot therefore attend the public table.

Now although the officers of ordnance do not present anything that may tend towards raising of jealousy against the present commissioners, whom they do judge to be of very great integrity to the State ; yet they humbly offer, whether (if authority, in times past, did branch forth the fore-mentioned trusts into particular duties which were lodged upon the several and particular Commissioners for the Navy, for which they should be thereunto each of them, severally and apart, responsible ;² and that, besides all this, the office of ordnance and of victualling were kept distinct, and were therefore collateral checks upon that occasion ; whereby if defection from the State had been made by the one office, yet no considerable disadvantage could befall it

¹ *Sic.* I suppose this means that any given admiral of a fleet is the only person who knows what is supplied, and that such admirals are not, &c.

² Printed 'responsal.'

without the concurrence and assistance of the other ; which was not only distinct in person and command, but in place also) it might be adjudged advisable to add this power of arming all ships with military stores ; in the managing whereof, all articles of peace or war with foreign States will be very much promoted or abated upon three or four hands acting jointly in one office ; and may¹ more probably therefore in ages to come be corrupted, to sacrifice the welfare of this whole Commonwealth for private interest, before they can be so seasonably discovered. All which, as they humbly conceive, may more rationally be provided against by a double and distinct trust as it now stands ; the reduction of which charge could never contribute anything of recompense if the whole should be, in time to come, so far endangered.

As to the eleven reasons offered by one of the Commissioners for the Navy, the officers of Ordnance do present this further humble answer :—

That the officers do conceive the reasons before offered may abundantly counterpoise what hath been said in the first three arguments of that Commissioner ; wherein he doth assign a general charge, during the last ten years, without making any particular thing to appear, nor (as the officers are confident) ever can. But if so, yet it may be very easy to reduce the same to that constitution it was in before those last ten years ; and so rendered serviceable without demolishment. All which, and whatsoever else of disadvantage could be objected, was, as they humbly conceive, sufficiently provided against in that model formed by the Committee for Martial Affairs.

To the 4th : that no transcriptions by the

¹ Printed 'may be.'

secretaries can be of so great importance as the safety of the State.

To the 5th: that, the difference of stores military and naval being so great, if any neglect should arise concerning the same by the persons trusted with either, it might be as conspicuous who was in that fault, and the State know thereby where and how to require it.

To the 6th, 7th, 8th, and 9th: the officers do believe, that as well as the other four of the Commissioners of the Navy, as the persons that have any reference to the naval service are sensible, that so great an affair doth already encumber their hands, that they need not grasp more, lest the State suffer.

And as for embezzlements, the officers do think that it is easily made appear, the greatest they assume to be discovered by the Commissioners, or their instruments, were, in truth, found out and pursued by the officers of Ordnance. Besides that, divers persons, who are no Commissioners for the Navy, do usually discover embezzlements of rigging, &c.

To the 10th and 11th: the honourable Committee for Martial Affairs did, on their late model, provide for the cutting off of all travelling charges, and made provision for that service another way; to which the officers do refer.

And, lastly, the said officers of Ordnance do humbly offer that, if such a translation as is propounded should be admitted, it would necessarily engage the State in a far greater charge than it is at present at, as affairs do now stand; for that there will be a necessity of repeating the same offices and officers in the navy, for execution of such a service, as are at present under pay of the State in the office of the Ordnance.

All which, craving liberty to make more fully appear (if it shall be required), they do humbly submit.

And also reasons given by the officers of the Ordnance concerning continuing the navy stores in the Tower of London.

1. Authority in precedent ages did avoid to commit so great a trust as the managing of all naval and martial affairs is unto the hand of any one in subordination to itself; but did therefore direct the government and ordering of all such ships and stores as were to abide in harbour to one Commission; and the equipage and habiliments of war, both for sea and land service, to another; whereby if the one officer should have made defection, yet could not do any considerable disadvantage to the State without the concurrence of the other, who was not only distinct in person from him, and command, but in place also.

2. The partition or dividing of those stores to sea and land service necessarily expose the State to double charge in the salaries of officers, clerks, and labourers, to both branches alike.

3. The loss of a ship, or fleet, as well as of an army, depends on the sufficiency of military stores; and it is not probable that the Commissioners for the Navy have either skill to judge or time to learn what is sufficient or what is defective in those stores.

4. The stores of powder, and all other ammunition, cannot, with so great a safety, lie in any place, at least in these distempered times, as in the Tower of London, where a strong guard is night and day for their preservation.

5. Upon return of any ship from sea, when the reasonableness, or unreasonableness, of the gunners' expense is to be allowed or disallowed of, it may

probably be better performed by the officers of the Ordnance, who should be best acquainted with proportions of powder and shot, &c., to the guns, than the Commissioners for the Navy's clerks, upon whom it must be cast, if these stores be removed.

And the said officers, finding by experience the common roughness of seafaring men, do humbly conceive they may be better awed by an officer that is daily acquainted with those expenses, than by any inferior instruments that shall be appointed thereunto, whereby the State may be very much abused in those stores.

He also reports, 'That the Parliament having been pleased to confer on Major-General Harrison the office of Lieutenant of the Ordnance Office in the Tower of London, with all the fees and perquisites thereof, the Council hath paid over several sums unto him to be issued by their warrant, for the providing of stores unto such artificers as should furnish provisions. That the moneys by him issued upon particular orders amount to the sum of 122,629*l.* 8*s.* 6*d.*, the poundage of which at sixpence in the pound (being one of the fees of the said office settled upon him) amounts to the sum of 3,065*l.* 14*s.* 6*d.*, which he hath not received of the particular artificers, to whom the money was paid. By reason of which, the provisions contracted for in the said office have been served in at much lower rate than formerly, and to a greater advantage to the State than the value of the poundage. Which the Council having taken into consideration, as also that there is due unto the said Major-General as Lieutenant of the Ordnance for salary, upon the quarter-book in the Ordnance Office, the sum of 366*l.*—all which amounts to the sum of 3,431*l.* 14*s.* 6*d.*—they have thought fit humbly to

offer the same unto the consideration of the Parliament, that such order may be given therein, as they shall judge meet.'

Ordered, that the several papers touching that part of the report which concerns the settlement of that branch of the office of Ordnance which respects the navy in the Commissioners of the Navy, be referred to the Council of State, to take the same into consideration, and to deliver their opinion therein and report the same to the Parliament.

Resolved, that the office of Lieutenant of the Ordnance be and is hereby taken away.

Resolved, that lands of inheritance of delinquents' estates, forfeited to the Commonwealth for treason, of the yearly value of five hundred pounds, be settled upon Major-General Thomas Harrison and his heirs.

Resolved by the Parliament, that lands, tenements, and hereditaments of an estate of inheritance of the clear yearly value of five hundred pounds, or to the value of lands of inheritance of the clear yearly value of five hundred pounds, out of delinquents' estates, forfeited to the Commonwealth for treason, be settled upon Major-General Thomas Harrison and his heirs or assigns.

Resolved, that the said lands, tenements, and hereditaments, so to be settled, be out of the lands and estates already exposed to sale by the Act intituled, An Act for sale of several lands and estates forfeited to the Commonwealth for treason ; or out of the lands of the value of ten thousand pounds a year, formerly appointed to be settled by the additional Act for sale of delinquents' estates, to make up the security upon the first Act ; which lands of ten thousand pounds a year shall accordingly go to supply what shall be so settled, in pursuance of

this vote, or shall be wanting on the former security.

Resolved, that the trustees for sale of several lands and estates, forfeited to the Commonwealth for treason, be authorised and required to convey lands, tenements, and hereditaments, or of the value aforesaid, to the said Major-General Thomas Harrison and his heirs or assigns accordingly.

77. *April 26*
May 6, 1652.—*ORDER OF THE COUNCIL OF STATE*

[R.O., Interr. I, 66, p. 634.]

That a messenger of the Council be sent forthwith to find out the ships Jonathan and Abigail, Thos. Morley, master, the Adventurer, Samuel Truelove, master, and the Anne, pink, of Bristol, Hugh Jones, master, and to see them all go into the Downs, to their convoy there, which General Blake hath provided, and to bring an account to the Council of their going from the Downs.

78. *April 29*
May 9, 1652.—*ORDERS OF THE COUNCIL OF STATE*

[R.O., Interr. I, 66, pp. 646, 648.]

That a letter be written to the victuallers of the navy to cause the Nonsuch ketch to be forthwith victualled, she being appointed to guard the mackerel fishery.

That Captain George Swanley be captain of the ship Providence, to be employed as convoy between London and Newcastle, and now with some merchant ships to Hamburg and back.

79. $\frac{\text{April } 24}{\text{May } 4}$, 1652.—GENERAL BLAKE TO
CAPTAIN PENN

[The Duke of Portland's MSS., Navy Papers, 1640–1696,
fol. 139. Autograph signature.]

Forasmuch as 'tis thought convenient for the better putting of the ships and men into a posture (that they may be ready for service when occasion requires), that part of the fleet should go along with me to sea, these are therefore to authorise you, so soon as you see this ship weigh, to do the same, and put to sea, observing such orders as shall be given you, but withal to take notice that if it should overblow, or by other accident you lose our company, you are to get this road or Portsmouth, these two being intended for places of rendezvous, and there you may expect further directions.

ROB. BLAKE.

Downs, 24th April, 1652.

To Capt. Wm. Penn, Captain of the Fairfax.

80. $\frac{\text{April } 24}{\text{May } 4}$, 1652.—THE COMMITTEE OF THE BOARD
OF ADMIRALTY OF THE NORTH QUARTER
TO THE STATES-GENERAL

[Archives of the Hague. Translated.]

High and Mighty Lords,—Several captains lately chosen and appointed by your H.M. to the seven ships equipped by us towards the quota of this Quarter¹ for the hundred ships, have come to complain that they can get no crews for the wages appointed by us according to the list set forth by your H.M. on March $\frac{1}{2}\frac{4}{4}$,² and say that the whole

¹ The full quota was 16 $\frac{1}{2}$. See No. 25.

² This must have been a list substituted for the one cancelled on March $\frac{1}{2}\frac{2}{2}$.

work must remain undone if we will not in the least change the wages fixed by it. And as the service of the country is much concerned that the equipment of these ships be proceeded with as speedily as possible, and as the longer we delay the more difficult it will be to get the crews, we have found ourselves obliged to depart somewhat from the list, and to authorise the captains to manage the business with discretion, according to the necessity of the case, in the confidence that your H.M. will not be displeased, but rather satisfied with us. With which we pray God, &c.

Hoorn, $\frac{\text{April } 24}{\text{May } 4}$, 1652.

81. $\frac{\text{April } 30}{\text{May } 10}$, 1652.—*DRAFT OF INSTRUCTIONS INTENDED TO BE ISSUED BY THE STATES-GENERAL FOR THE FLEET UNDER LIEUTENANT-ADMIRAL TROMP*

[Register of the Instructions by the States-General in the Archives of the Hague. Translated.]

High and Mighty Lords,—The undersigned deputies of the respective Boards of Admiralty residing in Holland, Zeeland, and Friesland have come here in accordance with several letters and resolutions of your H.M., dated $\frac{\text{March } 27}{\text{April } 6}$, April $\frac{9}{19}$ and $\frac{19}{29}$, and have conferred with Heer Huygens and other deputies of your H.M., with a view to the drawing up instructions for the fleet which, in consequence of your H.M.'s resolution of $\frac{\text{Feb. } 22}{\text{March } 3}$,¹ is being equipped for war, and in which men-of-war are to be employed at sea beyond the ordinary number. They have therefore specially considered two points recommended to them by your H.M.'s deputies—namely the security of the State and the protection

¹ No. 16.

of commerce—and, seeing that only eighty-eight ships can be ready immediately, and that they cannot reckon on more for the present, they are of opinion, under correction, that it will be necessary at once to provide :—

1. That a main fleet composed of fifty of the most efficient ships whose equipment is first completed out of the aforesaid number be formed and maintained under Lieutenant-Admiral Tromp ; and that it be kept in readiness either under sail or at anchor between the Wielings and the Maes, either near the coast or further from it, and either united or scattered, according to the contingencies of wind or weather, the waters, the requirements of seamanship, or the service of the country.

2. And for security of commerce, the squadrons, which are to be formed of fifteen ordinary national ships, to cruise from the Skaw to the Land's End and into the Bay of France,¹ be promptly and without diversion put to sea by the respective Boards of Admiralty, and kept there in their respective districts. And in order properly to strengthen these, six more ships are to be sent out in addition to the other six cruising in the entrance of the Channel and in the Bay of France, that may free and protect the merchant shipping of these provinces frequenting those waters ; and also two other ships are to be dispatched to strengthen the squadron of two ships now cruising between the Lizard and the Isle of Wight, and two other ships are to strengthen the squadron of two frigates cruising between the Isle of Wight and Dunkirk through the Straits of Dover. These squadrons being thus brought together into one should consist of twenty ships² under the com-

¹ The Bay of Biscay.

² The fifteen ships first mentioned are not counted in this number.

mand of Vice-Admiral Jan Evertz., or of whatever officer is placed over them in his absence, and if it be desirable for the service of the country, this united squadron is to join the main fleet, according to the instructions of August $\frac{1}{2}\frac{5}{5}$.

3. That with respect to the main fleet, to be kept between the Maes and the Straits of Dover under Lieutenant-Admiral Tromp, the two ships cruising in those parts under Vice-Admiral De With are to be added to four¹ other ships, namely two from the Board of the Admiralty in the North Quarter, and two from Friesland, so that they may together serve to protect the waters in the track of the shipping for the Baltic and the North, from the Texel and the Vlie to the Skaw and Norway, to strengthen which [squadron] four more of the extraordinary ships should be sent.

4. That nine more of the aforesaid extraordinary ships should be sent to strengthen the other six national ships and five East Indiamen (which are presumed to be in readiness), that they may meet together and bring into a place of safety the ships expected at once on their return voyage from the East Indies.

5. That the remaining fifteen ordinary ships are to be sent to the protection of the great fishery which is of so great importance to the State, along with the ordinary national convoy-ships, and the ships which the towns of Enkhuizen, Delft, Rotterdam, and Schiedam are accustomed to add.

6. And as beyond the aforesaid eighty-eight ships there remain sixty-two to fill up the number of one hundred and fifty to be equipped extraordinarily, in accordance with your H.M.'s resolution,

¹ 'By drie vier.' The 'drie' is no doubt intended to be erased.

they can be disposed of as there is need of them on the same employments and in divisions already mentioned ; and also, in spite of these arrangements, the aforesaid Lieutenant-Admiral and his council of war may, if necessity arises, send at his own judgment for as many ships as he needs from the other cruising grounds to his own without taking into consideration the orders given to them ; and he may also send some of his own ships to other cruising grounds as the better service of the country may require.

7. The superior officers and captains either already in command of the aforesaid squadrons or hereafter appointed, are to be charged to free the ships of this country from all search by any one whatever, and to defend them against all who try to do them injury, and to release them to the uttermost of their power from every one who may have captured them, and further to do whatever their ordinary instructions in their commission requires in a sailor-like fashion for the service of the country.

8. That coming into action with other foreign ships in order to free the ships of these provinces from search or to hinder it, then, if they make a capture, they are to bring or send their prizes with suitable information of what has taken place, in order that a legal process may be opened before the Board of Admiralty of the Quarter from which the ship which effected the capture sailed.

9. That the aforesaid Lieutenant-Admiral and the superior officers shall, after consulting their council of war, lay down plans in conjunction for the cleaning, revictualling, and watering of the ships in such a way that there may be the least possible detriment to the service of the country.

10. Finally, that whatever ought to be given in charge to the Lieutenant-Admiral and other com-

manders beyond these articles as touching on matters of State should be imparted to them in a secret instruction.

Given in by the underwritten on May 10, 1652.

82. May $\frac{3}{13}$, 1652.—REPORT BY LIEUTENANT-ADMIRAL TROMP TO THE STATES-GENERAL

[Archives of the Hague. Translated.]

High and Mighty Lords,—Lieutenant-Admiral Tromp, having examined the proposals made to your High Mightinesses on $\frac{\text{April } 30}{\text{May } 10}$ by the delegates of the Boards of Admiralty,¹ concerning the employment of the extraordinarily equipped ships and the guard of the sea,² and having, moreover, held further conference with the said delegates, begs herewith to inform your H.M., as his advice, that he has taken everything in the said proposals into consideration, and that care shall be taken to carry out the present arrangements, though he thinks it necessary to urge your H.M. very strongly to recommend the Boards of Admiralty to replace the hired ships at present chartered under the flag with national men-of-war,³ or that the latter may be sent afterwards. And, further, that a resolution should as soon as possible be taken on the appointment of a Rear-Admiral. And, in the third place, that it should be considered whether clause 8,⁴ That in case it should become necessary to enter into action with other foreign ships, in order to free the ships of these

¹ See No. 81.

² *Veylinge*, equivalent, as Jonkheer van Riemsdyk informs me, to *beveylinge*.

³ This is the same advice that was afterwards given by Penn. Penn's *Memorials of Sir W. Penn*, i. 427.

⁴ See p. 158.

provinces from search¹—as set forth in the preceding clause, might not advantageously be extended by the addition of words implying that in such cases everything is to be done to capture the foreign ships. Trusting that this may be practically consistent with the further provisions of the said clause, and that your H.M.'s object may be attained, everything being submitted to your H.M.'s higher wisdom.

M. HARPTSZ. TROMP.

Delivered May 13, 1652.

83. May $\frac{5}{15}$, 1652.—*ORDERS OF THE COUNCIL OF STATE*

[R.O., Interr. I, 67, 9.]

That the judges of the Admiralty be sent unto, to give an account to the Council of all such letters of marque as have been granted out against the French, and also of what hath been taken particularly by oath, of them towards the satisfaction of their losses, sustained by the French by virtue of the said letters.

That Friday come fortnight be appointed for the Council to take into consideration the business of the order, whereby a suspension was laid upon the letters of marque.

That it be referred to the Committee of the Admiralty to write a letter to General Blake, to desire him to inform the Council of State of that part of the fleet which is now with him, as to the manning of ships according to the numbers of men, which they were appointed to carry at their setting out, and to write a letter to the Commissioners of the Navy, to the same purpose, as to the ship now setting out.

¹ The passage is not literally quoted.

84. *May* $\frac{5}{15}$, 1652.—*GENERAL BLAKE TO CAPTAIN PENN*

[The Duke of Portland's MSS., Navy Papers, 1640-1696,
fol. 141. Autograph signature.]

Forasmuch as the ship *Triumph* here riding is destitute of a commander, and there being an urgent necessity of a fit and able person forthwith to repair on board to see the said ship every way equipped and put into such a posture that she may be ready for service when occasion require; these are therefore to authorise, and desire you immediately to take the charge of the said ship *Triumph* and execute the place of captain in her till further order; hereby requiring the lieutenant, master, officers, and company to her belonging to be obedient to your command as captain; and you likewise to observe and follow such orders and directions as you shall receive from the Council of State, or myself for the service of the Commonwealth.

Given under my hand and seal of the anchor in the Downs this fifth day of May, 1652.

ROBT. BLAKE.

To Capt. Wm. Penn, Captain of the ship *Triumph*.

85. *May* $\frac{6}{16}$, 1652.—*ORDERS OF THE COUNCIL OF STATE*

[R.O., Interr. I, 67, pp. 14, 15.]

That a letter from General Blake, of 5th of May, together with the enclosed paper, giving an account of the state of the victualling of the ships now in the Downs, be referred to the consideration of the Committee of the Admiralty, who are to meet speedily, concerning this business, and the Commissioners of the Navy, and the victuallers of the

navy, are to be sent unto to come to the Committee at their sitting upon this business.

That the paper this day sent into the Council, signed by the Secretary of the Lords Ambassadors of Holland, complaining of the taking of five of their ships by letters of reprisal, granted against the French, be referred to the Committee of the Admiralty, who are to examine the matter of fact and to state it, and report the same to the Council.

86. *May 17, 1652.—THE DUTCH AMBASSADORS IN LONDON TO THE STATES-GENERAL*

[B.M. Add. MSS. 17677, U, fol. 142b. Extract. Translated.]

. . . . As regards the charge your High Mightinesses were pleased to lay upon us in your said dispatch, concerning the national ship¹ in Milford Haven, we had already done our best therein, as we informed your H.M. in our last of ^{April 30}_{May 10} (hoping for your H.M.'s approval), and we trust that the order given thereon is already put into execution, more especially as we have heard nothing since that time of the captain's coming to this place.

Of the ship brought in by Commodore Penn with the other four, which your H.M. supposed was still detained here, we have heard nothing further since that time, which leads us to hope that she also has been discharged, although we cannot be sure of it; and this seems to us to be all the more likely because the majority of our skippers, who know very well how to find us when they are in need, however trivial their case may be, are wont to be off as soon as they are set free or discharged

¹ 's landts schip' is distinguished from an East India or other merchant ship hired to act as a man-of-war.

without informing us or any of our people of the fact.

In the matter of the appeal already referred to, nothing further has been done in consequence of the absence of the appointed judge, but we have received news from that quarter that two out of the eight ships that were taken have been unloaded by the captors, redeemed by the skippers, and are now ready to sail, but this is all the information we have been able to obtain.

On the $\frac{5}{15}$ th of this month we had sent our secretary to London to make inquiries in all quarters what ships had lately been brought in, as a few days before an uncertain rumour had been reported to us to the effect that the Englishmen commissioned¹ with letters of reprisal against the French—notwithstanding that these same letters had been suspended (by order of the Council of February $\frac{8}{18}$, which we sent to your H.M. on March $\frac{8}{18}$)—had, nevertheless, whilst the order for suspension was in force, remained at sea and captured everything that came in their way. Amongst others five Dutch ships are said to have been brought in during the last month, as appears from the accompanying list. We have been unable to obtain any further information on this point, or to get tidings of any of the skippers thus brought in; but we have heard a rumour, stating that last week, at the request of the aforesaid persons sailing with a commission, the Council of State had taken off the said suspension, and that they have all put to sea again accordingly. We shall at once take every means in our power to obtain more accurate information, and to prevent this state of affairs. . . .

Chelsea, May 17, 1652.

¹ *Commissie-vaerders.*

87. *May 1⁰/₂₀, 1652.—ORDERS OF THE COUNCIL OF STATE*

[R.O., Interr. I, 67, pp. 20, 21.]

That it be referred to the Committee of the Admiralty to bring into the Council a list, on Wednesday next, of the several ships which are in the pay of this Commonwealth, together with their several stations, and victualling, and this is to be done once every week.

That it be referred to the Committee of the Ordnance to consider of the making of a provision of brass and iron guns for the use of the fleet of this Commonwealth, and report their opinion thereupon to the Council.

88. *May 1⁰/₂₀, 1652.—ORDER OF COUNCIL OF STATE*

[R.O., Interr. I, 67, p. 25.]

That a letter be sent to the Commissioners of the Navy that, in respect that there are three fire-ships already, which will be shortly completely fitted, viz., the *Fortune*, the *George*, and the *Mouse-nest*, that the other ship may be spared.¹

89. *May 1⁵/₅, 1652.—LIEUTENANT-ADMIRAL TROMP'S INSTRUCTIONS TO THE CAPTAINS OF SHIPS UNDER HIS COMMAND.*

[*Nootwendige Observatien op het Antwoort van de Republijcke van Engellant, 1652.* B.M. Press Mark 8079. c. 41. No. 3.² Translated.³]

Marten Harpertsz. Tromp, Knight, and Lieutenant-Admiral of Holland and West Friesland, &c.

¹ The letter so ordered is in *S.P. Dom.* xxiv. 10, but is so damaged as to be illegible.

² Reprinted in Aitzema, *Sacken van Staet en Oorlogh*, iii. 713.

³ There is an English translation in *The Answer of the Parliament*, B.M. Press Mark E, 668, 1, which has here been corrected by the original.

That the Vice-Admiral, the Rear-Admiral,¹ and all the captains under his flag, either already present, or yet to come under his command, may know how to govern themselves, they are to observe the seventh and eighth article of his instructions as Lieutenant-Admiral, the contents of which follow word for word.

The Seventh Article.

The commanders or captains of the squadrons already fitted out, or hereafter to be equipped, are commanded to maintain and defend the ships of these Provinces from all visit or search, excluding necessary questions at sea, or demands for the showing of passports and bills of lading (which, according to the eighth article of the maritime treaty made with the King of Spain the seventeenth of December, 1650, hereafter inserted, may be required of every one). They are also to defend them against all and every one that would injure them, and to deliver them from the hands of any that may have captured them; and in such cases all the power [of the captains of this fleet] is to be put forth to overcome the strong² ships [of the enemy], and everything is to be done that may be required by their commissions and ordinary instructions, according to the custom of seafaring men in the service of the country.

*Agreement with the King of Spain.*³

And to hinder the before-mentioned forbidden or contraband goods (whether they be marked or described),⁴

¹ The Dutch equivalent to Rear-Admiral is 'Schout bij nacht.' For an explanation of the term, see p. 177.

² *I.e.* the armed ships that have effected the capture.

³ The whole treaty is printed in French in Dumont, *Corps Diplomatique Universel*, vi. i. 570.

⁴ The phrase in brackets does not occur in the French, which runs 'Et afin d'empescher que lesdites marchandises deffendues et de contrebande, selon qu'elles viennent d'être désignées et réglées par les articles immédiatement precedents.' There is nothing about marking in the preceding article. Probably both the French and the Dutch treaties are translations from a Latin original, and the French appears to be the better of the two.

set down in the last preceding article, from being carried to the enemies of the said King, and, on the other hand, to provide against the throwing of obstacles in the way of the liberty of commerce and the safety of the lading under pretext of hindering [the trade in contraband goods]:¹

It is agreed that the ships of the subjects and inhabitants of the United Provinces, coming into any harbours of the said King, and intending to go to the countries of his enemies, shall only be bound to deliver and to show to the officers of the ports of Spain or of the other states of the said King, which they intend to leave, their² passports in which the lading of their ships is declared and specified, marked with the ordinary seal or mark, and acknowledged by the officers of the Admiralty of the Quarter whence they first came. This passport is to show the place which they intend to sail unto, altogether in an ordinary and accustomed form ; after which, having their passports in the said form, they are no more to be molested, nor searched or detained and stayed, under any pretext soever.

The Eighth Article.

If they come to fight with other foreign ships, in order to free themselves or hinder the visit and search of the ships of these Provinces, and if they capture their assailants, they are to bring in or to send such captured ships with full information of what has taken place, in order that it may be rightly represented in the Admiralty of the Quarter from which the conqueror sailed.³

Dated in the ship Brederode, this 25 May, 1652.

M. HARPERTSZ. TROMP.

¹ This is a rather free translation of the Dutch 'ende onder pretext daervan te verhinderen de vryheit ende verhoudnisse van ladingh ende de commercie,' but it is borne out by the French.

² 'To show' is repeated in the Dutch.

³ These two articles of Tromp's instructions are the only ones I have been able to discover in their final shape. For the original draft, and Tromp's comments, see Nos. 81, 82. The instructions were given on ^{April 30}_{May 10} (see Aitzema, *Sacken van Staet en Oorlogh*, iii. 730).

Additional Instructions.

It is further commanded that all commodores and captains sailing under the same colour as the flags,¹ shall at all hours keep ready their guns and firearms, and if they meet any foreign ship of war are to make everything ready, and, with all the haste allowed by wind and weather, to join themselves to the rest of our ships, and there remain in a good posture; observing well the signal of war for fighting either defensively or offensively; with the object of freeing the said ships of this country from search or visit. Otherwise they may continue their course according to the signal, the signal for fighting being a red flag, under the Prince's,² flying on the Admiral's main-mast. When this is seen every one shall endeavour to his utmost to do what he possibly can against the risk of our opponents taking our ships, and shall bring under the flag the ships he has captured, in order that a resolution may be taken about them, and they may be disposed of as is fit; but as soon as the said red flag on the

¹ *I.e.* hoisting flags of the same colours as those of the Admiral in command.

² The Prince's flag bore the colours of the House of Orange, orange, white, and blue, in horizontal stripes, the orange being uppermost. It had been adopted as the national flag soon after the revolt against Spain, and cannot therefore be considered as a mere personal flag of the stadholder. See De Jonge *Over den Oorsprong der Nederlandsche Vlag* translated into French in Rey, *Histoire du drapeau . . . de la monarchie Française*, ii. 499. The States of Holland, however, took umbrage at the expression 'the Prince's flag' in this letter, and on June 18 qualified the hoisting of this flag as an abuse, and did their best to substitute the red of Holland for the orange. It is not certain what was the exact date at which they accomplished their object, but it seems to be made out that the old flag was retained during all the battles of this war. See De Jonge, *Geschiedenis van het Nederlandsche Zeewezen*, i. 169, 417, note 1.

said Admiral's main-mast is struck, all acts of hostility shall cease.

It is also expressly forbidden to fire any unnecessary salutes, but rather to preserve and economise the powder and shot of the country ; but yet if we meet any foreign ship of war which necessitates the firing of some salute by way of greeting for the reputation of the country, in that case they are to observe and maintain in all honesty the honour of our country, according as the commanders or captains of the foreign ships of war shall do the like to the Lieutenant-Admiral, or to those that are in his place and command ; and also be wary to do no harm by the said salutes.

Further, whensoever any one is cruising at sea, and any one of the fleet (whether he be with the flag or cruising separately) discovers a foreign ship, he is, in accordance with the third article of his letter of commission—if he understand that there is any preparation or gathering of ships of war, wheresoever it may be, or that already some ships or fleets shall have passed—to learn and observe very strictly the number of the said ships, with the armament of guns and men of the said preparation ; and likewise what course a fleet that may have passed him may have taken, and thereupon give advice, and send it with all haste to the Admiral or Commodore for the service of the country, that thereupon order may be taken accordingly. Moreover, when there is a general signal¹ to scout at sea, when the ships meet or come to a rendezvous they are to give advertisement of such fleets as may have

¹ 'De Generaels teeken,' which seems to mean the General's signal. The Dutch, however, did not use the title of General for a sea command, so that it is safer to conclude that the text is wrongly printed. The English translator in *The Answer of the Parliament*, p. 23, gives 'the general token or sign.' (B.M. Press Mark E 668, 1.)

passed them, whether they may be gone to any haven of our country or not, and also concerning any matter important to the service of these countries ; and, therefore, having his pocket watch set by his glass,¹ each captain is to shoot off a great piece of ordnance, whereupon every one hearing the unusual signal of that shot, is to answer in like manner, and in all haste to go towards the place where the foresaid shot hath been made, that speedily he may meet with the other ships, and there to do what the Admiral or Commodore with the council of war, for the good and service of these countries, shall find fit to be done.

M. HARPERTSZ. TROMP.

Datum ut supra.

¹ This seems to be the meaning for 'om yder saeck uyr gemarkeert na syn uyrglas.' The English translator mentioned in the last note gives 'at every half-hour marked by his hour glass.' The signal seems to be described as 'unusual' in the sense of 'startling.'



PART III

THE HONOUR OF THE FLAG

INTRODUCTORY

a. The Opening of Hostilities.

WITH Tromp's fleet ready to sail to protect Dutch merchantmen from search, the outbreak of war was only a question of time. As a matter of fact it was hurried on by a collision arising out of the claim of the commanders of English men-of-war to receive an acknowledgment of that sovereignty of the Narrow Seas which the Kings of England had arrogated to themselves. A successful attempt was made by Captain Young, on May $\frac{1}{2}$, off the Start, to compel three Dutch men-of-war to lower their flags (Nos. 90, 91), but it was further east that the main danger lay. Considering the temper prevailing on both sides, it was hardly likely that Blake and Tromp, if once they met, could part without a conflict. That conflict took place off Dover on May $\frac{1}{2}$, and though negotiations were continued at Westminster for some time, and were not finally broken off till ^{June 30}_{July 10}, the war may be considered as practically existing from the day on which Tromp abstained from hauling down his flag in the presence of the English Admiral.

On each side it was claimed that the act of aggression came from its opponent, and modern writers have been unable to reconcile the discrepancy in the respective narratives of the commanders of the rival fleets. All the evidence accessible for deciding the point is, as far as I know, collected in this part, with the exception of that contained in Tromp's Rescript, or final reply to his accusers.

As this refers to his conduct in the northern voyage as well as in the affair off Dover, it has necessarily been deferred to the end of Part IV. (No. 250).

According to Tromp's account in his first dispatch written on May $\frac{20}{30}$, the day after the encounter (No. 102), the Dutch fleet having anchored off the Flemish coast on the $\frac{1}{2}\frac{4}{4}$ th, was compelled on the $\frac{1}{2}\frac{8}{8}$ th, by stress of weather to take refuge under the South Foreland, as is also shown by Bourne's account (No. 228). Tromp then sent two of his officers into the Downs, where Bourne, formerly a major, but now captain of the *St. Andrew*, was lying as commodore, to acquaint the English commander that he had been compelled by the state of the weather to take refuge in English waters, with the intention of returning to his 'appointed limits.' Bourne received the Dutch officers courteously, thanking them for their message. This account is fully corroborated by Bourne's Relation (*ibid.*), who also tells us that he had with him nine ships, and that he counted 41 of the Dutch. The two frigates which entered the Downs 'saluted the flag.' Bourne adds, however, that one of the Dutch captains told him that Tromp would have come in person, 'but that he was not willing to breed any difference about his flag, forasmuch as he had not order to take it down.' The same reluctance to acknowledge English sovereignty at sea is shown in his refusal to lower his flag when summoned to do so by the Governor of Dover Castle (No. 100). The story of his exercising his crews in musketry can hardly be taken as a mere bravado, as it appeared to the compilers of the English official narrative (see p. 155). His crews were brought together in a hurry, and stood in need of training of every kind, whilst Tromp, though he had no intention of provoking a war, must have known perfectly well how almost impossible it would be to avoid one if he carried out the instructions he had received (No. 89). In the afternoon of the $\frac{1}{2}\frac{9}{9}$ th Tromp made sail for Calais with a wind from the N.E. (Nos. 101, 102) with the intention of avoiding a meeting with Blake, who was coming up from his anchorage off Fairlight to see what the Dutch fleet was doing on the English coast.

Unfortunately, while Tromp was still on his way, Captain Joris van der Zaanen, probably the Vice-Com-

modore in the action with Ayscue (No. 90), came up with him with information that he had brought his convoy—seven rich merchantmen—as far as Fairlight, where he found himself, in the midst of Blake's fleet, having been previously attacked by an English frigate—that is to say, by Captain Young's—off the Start (No. 102). It was the very thing which Tromp had been instructed to prevent, and in obedience to his orders (No. 89) he at once reversed his course in order to take these merchantmen under his protection, 'and, if they were taken, to set them at liberty as soon as possible.' The two fleets, however, came into collision off Dover.

It is not difficult to realise the attitude of the two men who brought on this collision. Tromp can have had no liking for a submission to what he and his countrymen counted as the monstrous claim which English traditional feeling regarded as a right. Not long before he had sarcastically asked one of his officers who had struck his flag to some English man-of-war, 'Were you not as strong as they, and, being so, why were you afraid?' (p. 212). Yet he was himself the last man to run the risk of opening a quarrel by a bravado. He kept away from Bourne's fleet in the Downs, and he returned towards Calais rather than meet Blake as soon as he knew him to be coming towards him. It was only the duty of saving the Dutch merchantmen off Fairlight that drew him back. We may almost trace the workings of his mind in the story he has told us. As he swept down before the wind he took in all his sails except his topsails, and they were 'lowered to the middle of the mast.' As for the flag, he sent a man to strike it, but there were difficulties in the way. The pennant flying below it had first to be hauled down before it could itself be lowered. Blake's first shot was fired whilst it was still fluttering aloft (No. 109). Is this not evidence enough of a conflict in the heart of the old seaman? Blake and his ships are to him the tyrants of the sea, who had just been searching Dutch merchantmen—perhaps capturing them and sending them before an English prize court. The acknowledgment of English sovereignty over seas which he had so often sailed, so near the scene of his great victory over the Spaniards in 1639, must have been peculiarly galling to his self-respect as

well as to his patriotism. Yet he must do everything in his power to avoid bringing on a war. Neither he nor his masters were fire-eaters dashing into hostilities with gaiety of heart. So he prepares for the inevitable: orders the lowering of the topsails in the half hope that this alone will be sufficient, and then reluctantly sends a man aloft (see No. 145) to haul down the flag. This hesitation was too far prolonged, and he was close upon Blake before his intention had translated itself into act.

Blake's view of the position is equally intelligible. He knew, what Tromp did not know, that no harm had been done to the Dutch merchantmen. Homeward bound from Genoa and Leghorn (see No. 90), they were not likely to have French goods on board, and, at all events, Blake had left them in peace. Having this knowledge, Blake must have been at a loss to account for Tromp's return except on the supposition that he sought a quarrel. 'About two hours after they altered their course and bore directly with us, Van Tromp the headmost; whereupon we lay by and put ourselves into a fighting posture, judging they had a resolution to engage' (No. 101). The only way under these circumstances to discover Tromp's intentions was to put him to the trial by requiring him to strike his flag. In the accounts of that which followed there is a general agreement that Blake fired three shots before a broadside was fired; for though Tromp in his first dispatch (No. 102) mentions only two, he afterwards explains that this was a mistake of his secretary, who may possibly have omitted a line in copying the dispatch (No. 250). The first objection taken by Mr. Geddes (*The Administration of John de Witt*, 213) seems to me to be thus disposed of. Mr. Geddes, however, calls attention to a second discrepancy in the Dutch story. 'Tromp,' he writes, 'on the day after the battle, reports that he replied with one gun to Blake's second signal shot, whereas three of the other accounts state that it was the third shot he replied to.' This criticism too falls to the ground if Tromp's statement about his secretary be accepted, and it would be as rash to question Tromp's veracity as it would be to make a similar charge against Blake.

Mr. Geddes, however, has two other difficulties in store. 'The most singular discrepancy,' he tells us, 'is

that neither in Tromp's official report of the battle, written on the morning after it, nor the declaration by the forty captains of his fleet, and not for a whole fortnight after the engagement, are we told (as we are by both Tromp himself and his fourteen officers and men) that after Blake's second shot, Tromp got a boat ready with the view of sending to Blake to ask the meaning of his firing. . . . Nor do we hear for a fortnight (till Tromp's letter of June 16 to the Ambassadors) that he had sent a man aloft to strike the flag, a statement which is almost expressly contradicted in his "Justification," *i.e.* his Rescript 'of later date.' I do not myself see that there is any difficulty arising from the fact that Tromp does not say anything about the boat in his first dispatch (No. 102), or that the forty captains (No. 112) do not mention it. In his dispatch Tromp avoids details of the fight, and contents himself with showing to his own satisfaction that Blake was the aggressor. His order to the boat's crew might serve as additional evidence of his own good intention, but it was not of the essence of his case. The same may be said of the testimony of the forty captains. Much the same may be said of Tromp's delay to mention his sending a man to strike the flag. The same disapprobation of a humiliating action which made Tromp delay the order for striking his flag may very well have led him to mention in his first dispatch only the lowering of the sails, which was a fact, instead of the striking of the flag, which was only an intention. As for Mr. Geddes's contention that Tromp in his Rescript expressly contradicts the story of his sending up a man to strike the flag on the ground that it appears from it that he did not mean to strike at all, he has only arrived at that conclusion by leaving unnoticed Tromp's direct assertion in that document that he lowered his topsails 'and also hauled down his pennant, and sent a man aloft to the flag' (p. 420). The words that follow, 'And the said Blake ought certainly to have been contented with these marks of respect,' merely indicate Tromp's conviction that Blake ought to have contented himself with the lowering of the topsails. It is true that at a later part of the Rescript Tromp defends himself for not hauling down his flag, but taken together with the earlier passages this can only mean

that even if he had never proposed to haul down his flag he would not have been fully justified by the circumstances of the case.

What then is the evidence on both sides about the three shots and the broadside? Tromp's story as finally given in the Rescript runs as follows:—Blake began by firing a shot over the Dutch Admiral's ship, and soon afterwards fired a second. On this Tromp ordered his captain to go in a boat to Blake to ask what was his meaning. Before the boat put off Blake fired a third shot into the Dutch Admiral's ship, which wounded some of the crew. To this Tromp replied by a shot aimed 'some way off Blake's ship, thinking he would then wait for the said boat to come alongside of him.' Blake, however, fired a broadside into Tromp's ship, and the fight began.

On the Dutch side, if we omit all reference to Tromp's first dispatch (No. 102), which was, as has been seen, mutilated by a clerical error of the secretary, we find much the same story told by the fourteen officers of Tromp's own ship, the *Brederode*, who were in a position to know the truth (No. 141). The forty captains (No. 112) had already given the same story. The only Dutch evidence on the side of the English contention that the first broadside was fired by Tromp, is that of Tuynemans and Teby (No. 109). This is in consonance with Blake's assertion (No. 101) that the first broadside was fired by the Dutch, a statement to which the English rigidly adhered. It seems impossible to believe that either Blake or Tromp deliberately lied, and the only explanation I can offer is one that seems to be suggested by Tromp's letter of June $\frac{6}{16}$ to the Dutch Ambassadors (No. 145). In this letter Tromp speaks of Blake, after the Dutch shot following the three English shots, not as firing a broadside, but as 'firing on board us and through our sails, with the obvious intention of sinking us.' If Blake followed up his third single shot with the firing of more guns than one, it would be easy for the English to deny and for the Dutch to affirm that he had fired a broadside, and the question would thus be narrowed to a minor inaccuracy. It is difficult to believe that Tromp, having deliberately fired his first gun in such a way as to do no damage, would have fired a broadside immediately afterwards without further provoca-

tion. This suggestion, it may be observed, has the support of at least one English authority, the writer of a letter—probably the Governor of Dover (No. 100)—who, after giving the usual account up to Tromp's one shot, adds that 'then our Admiral shot three or four, upon which Tromp came up and gave him a whole broadside.' If this suggestion be not accepted, it only remains to suppose that the actors on the scene were too excited to be capable of giving an accurate report. After all, the question is more curious than important, as the real cause of the war was not the collision off Dover, but the difference of opinion on the law of prize, which, sooner or later, could hardly fail to produce a conflict.

The fight lasted for about two hours, as, after Bourne had come out of the Downs to fall upon the Dutch fleet in the rear, Tromp retired to the French coast, two of his ships—the St. Mary, Captain Fockes, and the St. Lawrence, Captain Tuynemans—having been captured, though the former, having been abandoned as sinking by the English, was subsequently recaptured (No. 102). The numbers on both sides show a considerable disproportion in favour of the Dutch. Tromp had with him forty-two ships (No. 109). On the other side the numbers of the English fleet are variously stated, but Captain Brandley gives (*ibid.*) the names of eleven men-of-war and one hired merchantman, which, together with his own ship, makes a fleet of thirteen. Bourne's own account (No. 128) gives his own number at nine, raising the whole strength of the English fleet to twenty-two. If other letters give a somewhat larger number, it is probably by including smaller craft of little or no fighting value.¹ The disparity of numbers was to some extent counterbalanced by the superiority of English ships in guns and weight of metal, but it must be remembered that Tromp had no design to provoke a war, and would, therefore, not be eager to continue hostilities as soon as a decent excuse could be found for interrupting them.

b. Naval Organisation and Equipment.

On May $\frac{19}{9}$, the very day on which the guns were roaring off Dover, the Council of State appointed Penn

¹ On the other hand, the letter from Dover (No. 100) gives fifteen ships, including frigates and 'other ships of good defence.'

Vice-Admiral and Bourne Rear-Admiral (Nos. 93, 97), thus laying the foundation of that division of a fleet into squadrons, which was carried still further in the course of the war. As yet, however, the appointment did not carry with it a permanent rank, letters to Penn, for instance, being addressed not to Vice-Admiral Penn, but to 'Captain William Penn, Vice-Admiral of the Fleet and Captain of the James' (No. 179). He would cease to be Vice-Admiral as soon as the fleet was broken up. Blake, again, whilst referred to as Admiral, and acting as such, was addressed as General—*i.e.*, General at sea—an appointment which, unless cancelled by the Council of State, would hold good whether he were in command of a fleet or not. In the Dutch service the Admiral was supported by a Vice-Admiral and a Rear-Admiral, the Dutch title of the latter being 'Schout bij Nacht,' or 'Guard by Night,' implying that it was his duty to place his ship as the sternmost of the fleet by night, so that he might keep others from dropping action. The translation 'scout-by-night,' found in contemporary English pamphlets, is inappropriate, and is merely countenanced by similarity in sound. In the fleet which afterwards sailed northwards with Tromp there were two Vice-Admirals (see No. 204). Tromp commanded in chief as Lieutenant-Admiral of Holland, whilst the commander of the Zeeland squadron was not styled Lieutenant-Admiral, but Vice-Admiral of Zeeland. Any captain placed over a group of ships was styled 'Commandeur,' or Commodore, and he, too, had under him a Vice-Commodore and a 'Schout bij Nacht,' which in this case can hardly be translated as Rear-Admiral, but rather by the term unknown to European navies of Rear-Commodore. It may be added that the style of 'Commandeur' is sometimes applied to an Admiral simply as a commander of a fleet, and it will be seen in the next volume that when Ruyter was sent down Channel in command of a detached squadron, though he is spoken of as 'Commandeur,' or Commodore, by himself and his subordinates, he is styled 'Vice-Commandeur' by officials at home because he receives orders from the Admiral, whose fleet he rejoins when his service comes to an end. This implies that the Admiral is himself the 'Commandeur' or chief officer in command of the whole fleet.

The orders for the equipment of the English fleet printed in this part are simply the continuance of those which had been for some time given, but were naturally rendered more urgent by the action off Dover. On May $\frac{18}{28}$, even before this occurrence (No. 92), victuals were ordered for 1,000 men, in addition to those for the 2,830 already ordered, and men were pressed from homeward-bound merchantmen, though the taking of them from outward-bound ships was prohibited (*ibid.*). The danger of war, necessitating as it did the employment of a number of seamen considerably larger than that usually needed, led on May $\frac{19}{29}$ to a recommendation that soldiers should be placed on board the ships, who could be marched to the waterside by military command, and would be employed to perform such duties of seamanship as they were capable of. No details on this subject are at hand, but probably they were employed, like marines in later times, to fulfil such duties of sailors as did not necessitate their going aloft, whilst in action they found employment in working the guns or with small arms.

On the $\frac{20}{30}$ th the news from Dover led to urgent orders for the strengthening of Blake's fleet; even Cromwell himself was pressed into the work, together with Denis Bond (No. 99). On the 22nd we find these two at Dover taking examinations by way of inquiry into the manner in which the fight began. The subsequent energetic action of the Council may be traced in these papers almost from day to day.

90. May $\frac{14}{24}$, 1652.—CAPTAIN ANTHONY YOUNG
TO THE SPEAKER

[Bodl. Lib., Tanner MSS. liii. fol. 33. (?) Holograph.¹]

Right Honourable,—As I was coming to the westward to take the command of the West guard,

¹ I have not met with any specimens of Young's writing with which to compare this letter, but it has the appearance of a holograph, and as this part of the Tanner MSS. comes from Lenthall's collection there is an antecedent probability that it is so.

the 12th instant, off the Start, I descried a fleet of ships, about a dozen sail, coming from the southward, being Admiral,¹ Vice, and Rear in the fleet, so that I did conceive them to be Sir George Ayscue's fleet; but I making sail off to them, found them a fleet of Hollanders come from Genoa² and Leghorn; those three with flags were States' men-of-war, their convoyers; the other, merchant ships, some upward of thirty guns and some under. So I bore with³ the Admiral, and did send him by my master that he should strike his flag, and did desire a right understanding might be between us before any blood was shed in the controversy. On this the Admiral took in his flag and put abroad a pennant; he said he did belong to Amsterdam, but his name I know not,⁴ but the ship hath two wild men or the like in her stern, and some other things between them. She hath some thirty-eight guns. So then the Vice-Admiral came up with me with his flag abroad, being a ship of forty-two guns; so I called to persuade him to strike. He bid me come on board and strike it; so I sent my boat on board to persuade him to it, to prevent the loss of blood, if it might be; but he sent me word by my master he would not strike. So then, being fitted for it,⁵ I came up very near on the weather quarter, yet, before I fired, I called to the captain myself to take in his flag, but he said he would not. So then I commanded a broadside and a volley of small shot to be fired on him, and I received the like from him again. Thus we passed some four or five broad-

¹ The so-called Admiral was Commodore Huyrluyt. That the Vice-Admiral was Van der Zaanen is shown by Tromp's statement at pp. 418, 419 (see No. 102).

² MS. Janway.

³ According to modern usage, 'bore down to.'

⁴ Huyrluyt. (See above.)

⁵ *I.e.* got ready for action. *Cf. post*, p. 254, note 1.

sides each at other, though I was forced to be at some further distance from him than the first. I fearing the Admiral would have laid me on board on the weather side; he having filled his ship and come up mainsail and all to gain the wind of me, forced me to keep the wind of him. Then Captain Reynolds being come up fair within shot of his weather quarter, having fired some six guns before at the Rear-Admiral, as he came in among us, so he fired part of a broadside at the Vice-Admiral just at that instant as he was taking in his flag, the *Recovery*¹ being come up even within shot just as his flag was in; and the Rear-Admiral struck likewise. So I sent on board the Admiral that I did demand the Vice-Admiral, either in his person or his ship, to carry into port, to make good what damage was done. He told my master he did not meddle in the least himself as yet, as long as it was only about striking the flag, the which he said was now taken in, but if I sought any further matter as the surprisal of him, or the ship, he was bound and would assist him, she being the States' ship as well as he, not then knowing or could take any notice of any further intentions. So I desired Captain Reynolds and Captain Chapman to come on board to consult with me what further to do in it, it being near night; and it was the judgment of us all not to proceed any further in it, the flags being taken in, by reason the treaty² being between the nations at present, the case of breach of the

¹ The *Recovery* was a merchantman laden with fish for Spain and Italy (see Badiley to the Navy Commissioners, December 31, 1651, *S.P. Dom.* xvi. 133). She was taken into the service of the State and commanded by Captain Chapman (Order of the Council of State, January 12, 1652, *Interr.* I, 66, p. 192), and permitted to proceed on her voyage on May 31 (*Interr.* I, 67, p. 174).

² *I.e.* the negotiation.

peace might not be any way imputed on our part. I have received some damage in my hull, sails, and rigging, the which I shall soon, God willing, get repaired again. I had one man even as good as killed outright, died since, and some four wounded, but I hope they will recover. For my own part, I bless the Lord for it, I am very well. I do believe I gave him his bellyful of it, for he sent me word he had order from the State that if he struck he should lose his head, but at length he did strike, which makes me conceive he had enough of it.

Your Honour's humble servant at command,

ANTHO. YOUNG.

President, Plymouth Sound, 14th May, 1652.

91. *May $\frac{15}{25}$, 1652.—A LETTER FROM THE NAVY*

[Printed in *The French Occurrences*, May 17-24, p. 14.

B. M. Press Mark E, 665, 6.]

Sir,—Having received orders to weigh anchor and hasten to Plymouth for the victualling of our ship, and furnishing of it with necessaries for the supply of Sir George Ayscue; on the 9th instant we sailed from the Downs, and, putting forth to sea, on the 12th instant in the forenoon we made a discovery of a fleet of ships, which, when we came near, proved to be three States' men-of-war of Holland, and seven merchants' ships of theirs with them, returning from the Straits homewards. The Admiral sailed in the van of them, and after he the Vice-Admiral, and the Rear-Admiral after him;¹ we kept sight of them, and they sailed on until they came under our lee, and the Admiral still kept up his flag; whereupon we caused our boat to pass

¹ See p. 179.

to him, to give notice to the Admiral of orders that we had received from our General to take down their flag; and upon the message from us he presently submitted and took it down, and saluted us with shot from three pieces of ordnance; and we also did the like to him from our ship, and so they passed by with that ship. After him came up the Vice-Admiral; but, contrary to navigation with us in the Narrow Seas, they came to windward of us; and they saluted us with thirteen shot from their guns, but took not down their top flag. We called to them to take it down, but the Vice-Admiral refused, and still passed on, sailing after his Admiral with it up; so we filled our sails and hastened all we could after the Vice-Admiral, and ordered our boat to go aboard them, to persuade them to take down their flag; but he, instead of taking it then down, gave a cross answer, and said he would not, and bade us that we should come and take it down ourselves. So, upon advice, we addressed to prepare ourselves to fight them, but before we began there was come up with us a little frigate of twenty-four guns, which frigate did instantly let go three guns at their Rear-Admiral for them to strike.

But their Rear-Admiral did not fire again at all at us, only pleaded that they durst not take down their flag so long as the Vice-Admiral kept up his. Whereupon the frigate spake with their Admiral, and desired to know the reason why the Vice-Admiral did not submit to take down his flag. To whom the Admiral answered that he thought they were drunk. The captain of that frigate propounded to the Admiral whether he would side with him in his standing out. The Admiral answered 'No,' but said that as they brewed so they should bake. Hereupon we came up to the Vice-

Admiral and gave him a broadside, saluting him with nineteen guns, which did great execution. They answered us with another broadside, so that there happened a very hot dispute, in which one of our men had his leg hurt, another his back torn¹—in all, one slain and four wounded. Their loss is far greater, for, indeed, we plied them close with round and small shot, which forced him at last to take down his flag and submit; otherwise our men were resolved to have sunk by his side. The rest of their fleet kept off about half a league distance as neuters. After a very sharp conflict we forced them to submission, and, having banged them handsomely, they began to fawn like spaniels, and so in the conclusion we parted friends.

Portsmouth, 15th May, 1652.

92. *May 18/23, 1652.—ORDERS OF THE COUNCIL OF STATE*

[R.O., Interr. I, 67, pp. 71, 72, 74.]

That a letter be written to the Committee² of the Navy to let them know for the better strengthening of the fleet of this Commonwealth, the Council have thought fit that victuals should be provided for 1,000 men more for six months over and above than the 2,830 men, already ordered; to desire them, therefore, to give order that the victuallers of the navy be contracted with for the providing of the said proportion of victuals.

That a letter be written to the victuallers of the navy, to let them know that the Council hath ordered that victuals be provided for 1,000 men for six months, to desire them therefore the same part of it in the port of London to be sent unto

¹ 'Toar,' as printed.

² See p. 53.

Tilbury Hope, part of it in the port of Dover for the ships in the Downs, and part at Plymouth for such ships as shall be in those parts, which they are to proportion according to such directions as they shall receive from the General of the fleet.

That it be referred to the Committee of the Admiralty to give order to the several commanders of the State's ships requiring them not to bring up any of the ships under their command above Tilbury Hope at any time, unless the occasion be very pressing, which they are first to signify to the Committee.

That it be referred to the Committee of the Admiralty to consider how men may be furnished to the State's ships, notwithstanding the prohibition of taking men off merchant ships which are outward bound, and to that purpose to take into consideration the proposition made by the Committee of the Navy in that behalf in their abstract delivered in to the Committee of the Admiralty.

That the victuallers of the navy be required once every month to send to the Council and the General of the fleet a particular list of what victuals and for how many men for six months they have in store in any part of England or Ireland.

That the General of the fleet be required, according to the said list of the victuallers, to order all captains to re-victual, wash, and tallow their respective ships in those parts and places where the said victuals doth lie with most convenience for the State's service, and speedy dispatch of the said ships to sea without coming to London for the same.

That the General of the fleet be desired not to order or otherwise permit the captains without order to bring up any of the State's ships or frigates to Woolwich or Deptford, except it be to dry-dock them, or in case of any extraordinary defects or repairs, whereby they are disenabled to keep at sea.

93. May $\frac{13}{29}$, 1652.—ORDERS OF THE COUNCIL OF STATE

[R.O., Interr. I, 67, pp. 78, 79, 83.]

That a letter be written to General Blake wherein to inclose the copy of a letter from Captain Bourne, and therein to take notice of a former letter writ unto him for standing into the Downs, and that he do his uttermost to join the fleet, which letter is to be sent to him to breach, and a duplicate to the Downs.

That the Commissioners of the Navy be writ unto to provide, and have in readiness in the stores; pennants for three or four squadrons for distinction as the service may require.

That Captain Penn shall be Vice-Admiral for this summer's service, and that his commission be accordingly granted unto him.

That Captain Bourne shall be Rear-Admiral for this summer's service, and that his commission be accordingly granted out unto him.

That it be recommended to the Lord General Cromwell to give order to such foot officers in Kent as are with their [soldiers] near the shore that they be in such a posture that if orders come from the General of the fleet or Vice-Admiral to that purpose, they may be ready to go on board and observe such orders as they shall receive from the said General or Vice-Admiral. And also such other foot as are further off the coast may be drawn nearer in order to the aforesaid service.

That one of the Commissioners of the Navy and Mr. Cöytmor go forthwith down to the ships in the State's service at Deptford, and between this and Gravesend, and to view the same, into what condition they are, and to give the Council an account thereof.

That warrants be immediately issued out to the several captains of ships yet in the river that they forthwith hasten into the Downs with power to press men out of any merchants' ships, as well outward bound as inward, so that they take but a fourth part of the men in each ship, and none of the officers in such ships are to be meddled with upon this occasion.

That it be referred to the Committee of the Admiralty to speak with the Committee of the Navy, to know what merchant ships, entertained in the service of the State for convoys, may be made use of upon this occasion.

94. *May 1⁹/₂₉, 1652.—THE COUNCIL OF STATE TO WILLIAM CHANT, COMMANDER OF THE TIGER*

[S.P. Dom. I, 67, p. 85.]

You are upon receipt hereof to make your repair to Yarmouth with the ship under your command, and to give notice to those ships, being men-of-war in the State's service, of any considerable burthen that are upon the coast, that they also repair thither and expect no further order either from this Council or the General of the fleet, or other chief commander in the Downs, and are to give notice of your arrival in Yarmouth Road with all expedition, and for &c. Given &c., the 19th May, 1652.

95. *May 1⁹/₂₉, 1652.—THE COUNCIL OF STATE TO CAPTAIN SAMUEL HOWETT, COMMANDER OF THE FORESIGHT, AND OTHERS*

[R.O., Interr. I, 67, p. 87.]

Whereas there is extraordinary occasion for the State's ship under your command to make her

speedy repair into the Downs, these are to require you forthwith to fall down to Gravesend, if you have men enough on board to sail her thither, and there you are to complete your proportion of men to man your ship into the Downs; and to the end you may the sooner fit yourself with men, are hereby authorised for this present occasion to press common seamen (notwithstanding any further restraint) that are outward bound, as well as inward, so as you do not take out of each ship where you press above the fourth part of the number of seamen in that ship; and in case the wind doth not altogether serve to bring you into the Downs, that no delay may be used, you are then to warp your ship down the river so that you do not endanger her, and to advertise daily the General of the fleet, or the Commander-in-Chief in the Downs, how far you are on your voyage to the Downs, and you are to observe their orders from time to time about your repair thither, whither you are to hasten with all speed. Given &c., the 19th of May, 1652.

H. VANE, President.

To Captain Sam. Howett, Commander of the Foresight.
 To Captain John Taylor, Commander of the Laurel.
 To Captain Spatchurst, Commander of the Fortune frigate.
 To Captain Philip Holland, Commander of the Cygnet.

96. *May 1⁹/₂, 1652.—DRAFT BY COLONEL DISBROWE
 OF A LETTER FROM THE COUNCIL OF STATE
 TO THE JUSTICES OF THE PEACE OF THE
 COUNTY OF DEVON*

[S.P. Dom. xxiv. 19.]

We being by Act of Parliament empowered to press seamen for the manning of the fleet of this Commonwealth, and finding that the sending down

agents into several ports hath proved offensive to several ports, now, that such inconvenience may for the future be prevented, and that the fleet may be supplied with men, we do desire and require you, the justices of the peace of the county of Devon, to impress, and cause to be pressed, the number of 300 able seamen, and the same to be caused to be at Plymouth, and upon the of next where they shall be received on board, and entered into the State's pay, and all constables, tithing men, and other persons are to be aiding and assisting unto you in this service. And in case any constable or other officer shall neglect the doing of their duty hereof, you are hereby empowered to impress such constables, and send them on board the said ships, to be carried to the fleet. And in case any shall run away after they are impressed, you are to use all means to apprehend such persons, and to imprison them till you have given an account to us, who shall give further orders therein, and for the carrying on this service it is ordered that, for the numbers that each constable or other officers shall, from the several ports of your county, deliver on board the ship or ships appointed to receive them, and a certificate from the captain of the said ship of the names and numbers of men so delivered, the constable shall receive from now for each man 1*s.* for his prest¹ money, and 1½*d.* a mile for the defraying the charge in the conducting of the said men to the place aforesaid, and your special care of this service is expected, and an account of your actings therein, and for your doing hereof this shall be your warrant.

¹ See Laughton's *Defeat of the Spanish Armada*, i. 89, note 2.

97. May $\frac{19}{29}$, 1652.—*COMMISSION FROM THE COUNCIL
OF STATE TO VICE-ADMIRAL PENN*

[**MSS.** of the Duke of Portland, Navy Papers, 1640–1696,
fol. 143. On parchment. Autograph signature of the
President.]

The Council of State appointed by authority of Parliament, to Captain William Penn, Vice-Admiral of the fleet of the Parliament of the Commonwealth of England under the command of General Blake, and captain of the ship *Triumph*.

By virtue of an Act of Parliament authorising us to execute the power belonging to the office of Lord Admiral of England, we do constitute and appoint you to be Vice-Admiral of the fleet under the command of General Blake and captain of the said ship *Triumph* for this summer's expedition. These are therefore to authorise you forthwith to repair on board the said ship, and to take the charge both of her and of the place of Vice-Admiral of the said fleet accordingly ; hereby willing and requiring the captains, commanders, and officers subordinate to you to be obedient to your commands as their Vice-Admiral, and the lieutenant, master, and officers and company of the said ship, and every of them in their respective places, to behave themselves with due obedience unto you their captain ; and you are likewise to observe and follow such orders and directions as you shall from time to time receive from this Council, General Blake, or whom he shall appoint for the service of the Parliament and Commonwealth of England.

Given at the Council of State at Whitehall this nineteenth day of May, 1652. Signed in the name and by order of the Council of State appointed by authority of Parliament.

H. VANE, President.

98. *May* $\frac{20}{30}$, 1652.—ORDERS OF THE COUNCIL OF STATE

[R.O., Interr. I, 67, pp. 88, 89, 90.]

That a letter be written to the ports throughout England, Wales, and Scotland, to require them to make stay of all ships, that shall be in any of the ports belonging to the Dutch nation, until they shall receive further order from the Parliament.

That the Council do sit to-morrow morning at seven of the clock, and the Lord General and Mr. Bond are to be desired to be there.

That the Commissioners of the Navy, some of the Trinity House, and the officers of the ordnance, be sent unto to come to the Council to-morrow morning at seven of the clock.

That Lieutenant-Colonel Kelsey be dispatched down to Dover Castle, and be authorised, if there be occasion, to reinforce himself, and to entertain two or three hundred soldiers over and above what he hath in garrison for a month, which the Council will pay, and he is to give frequent intelligence to the Council of what shall pass in the Downs between the fleet of this Commonwealth and the Hollanders ; and he is likewise to take care that the town of Sandwich may be encouraged to stand up in their own defence against any attempts which shall be made upon them.

The Council of State, being certified of a fight at sea, occasioned by a fleet of ships of war belonging to the States of the United Provinces against the ships of this Commonwealth, by which action, especially during the time of the treaty begun and continued by the Lords Ambassadors of the said States with the Parliament, when the same could be least suspected or justified ; the Council, doubting that many people being hereby highly incensed,

might make attempts of violence upon the said persons of the Lords Ambassadors, or any belonging to them, have thought fit, for the preservation thereof, to order that some troops of horse be appointed to quarter near the house of the said Lords Ambassadors, and to keep strict guard about the same for their Lordships' preservation and secure residence there.

99. *May 20, 1652.—THE COUNCIL OF STATE TO THE LORD GENERAL AND MR. BOND*

[R.O., Interr. I, 67, p. 92.]

These are to will and require you forthwith, upon sight hereof, to make your repair to the places where the endorsed ships¹ are, and there to take an account of the present condition they are in for the service, and expressly to order them, and all other ships in the service of the State, to sail forthwith into the Downs, and in case any men shall be wanting for completing of them for the service, all captains and other chief officers of such ships are hereby authorised and empowered to press from on board any merchant ships, whether outward or inward bound, such men as they shall want, notwithstanding any former² order of the Council to the

¹ Mayflower, Captain Woolter ; Charles, Captain Knox ; Giles, Captain Toope ; Reformation, Captain Earning ; Hannibal, Captain Tatum [? Tatnell] ; Hercules, Captain Browne ; Loyalty, Captain Limbery ; John, Captain Colt ; Providence, Captain Swanley ; Catherine, Captain Russell ; Convert, Captain Johnson ; Prosperous [of London], Captain Jo. Barker ; Richard and Benjamin, Captain Sherwin ; Thomas and William, Captain Jefferson ; Richard and Martha, Captain Smith ; Friendship, Captain Humphreys ; Prosperous [of Queensborough], Captain Baker ; William and John, Captain Philpott ; Nonsuch, Captain King ; Golden Dove, Captain Hart.

² MS. 'firm.'

contrary, and in case you shall find any merchant ships fit for service, you are to give them all due encouragement to sail forthwith to the Downs, and for their service the Council will take care to see them satisfied. For the better enabling of you to performance of the premises, all captains and other officers of ships, and every of them, are hereby required to observe and obey such directions as you shall give unto them. And you are to stay at Gravesend, or such other convenient place, such time as shall be requisite for putting of your premises into speedy execution, for which, as a business of special consequence, your utmost care and diligence is expected and required, and you are to give the Council a frequent account of your proceedings.

20th May, 1652.

100. May $\frac{20}{30}$,¹ 1652.—*A LETTER FROM DOVER*

[Printed in *An Exact and Perfect Relation of the Terrible and Bloody Fight, &c.*, published on May 25. B.M. Press Mark E, 665, 11.]

Sir,—I cannot but intimate unto you some particulars of a bloody beginning of an unhappy breach between the English and the Dutch fleet, though perhaps you may have it more fully than we, yet I shall impart what I have seen. Tuesday, Martin Van Tromp came before this town, and rode in the road at anchor with his fleet, being 41 sail of good ships of war, not a small ship amongst

¹ The letter itself is undated, but is introduced by the writer of the pamphlet as being of the same date as the one preceding it, *i.e.* ^{May 22} ~~June 1~~. The last sentence, however, points to May $\frac{20}{30}$ as the true date.

them, till Wednesday at noon, with his flag on the main-top ; at which time some shot was sent from the Castle and fort to cause him to strike (as is the custom), but he would not.¹ At which time General Blake with his fleet appeared, being in all [15]² good ships, 7 of the old navy ships, and the rest were frigates, and other ships of good defence. On sight of them, the Dutch tacked about, and stood in with the English fleet, and Tromp himself very boldly stood up with General Blake with his flag aloft, and coming near, the Admiral shot at a distance from him (as is the custom) to make him strike, and so at second and third time shot at him. To whom Tromp answered with one-gun without shot. Then our Admiral shot 3 or 4, upon which Tromp came up and gave him a whole broadside, and instead of pulling down his flag, put up a red flag under the former, and having received the like salute from the English General, the fleets on both sides did desperately engage, so that there was the hottest dispute for the time that hath been this many years between two such fleets, and was conceived by knowing men that it would not end so long as a ship on both sides could swim the water. But it pleased God better to dispose thereof ; for it began at 4 of the clock in the afternoon, and ended at past 9 at night, it being dark that they could not know one another. The Fleming stood off towards the French coast, and our ships anchored about the place, and in the morning the Dutch were gone. Our ships came up this morning with their whole fleet, having not lost one, and have taken one from

¹ This statement was subsequently embodied in the official narrative. See p. 296.

² Printed 25. As the figures 1 and 2 were much more alike in the handwriting of the seventeenth century than they are now, the mistake was an easy one for the printer to make.

the Dutch and have sunk another. It was thought their Admiral could not but sink. Just now is come a collier from France that met them last night; he saith, that they have never an Admiral amongst them, nor any flag or ensign out amongst them all.¹

101. May $\frac{20}{30}$, 1652.—GENERAL BLAKE TO THE
SPEAKER

[Bodl. Lib. Tanner MSS. liii. fol. 35.²]

Right Honourable,—I have dispatched away the express to your Honours to give you an account of what passed yesterday between us and the Dutch fleet, being in Rye Bay. I received intelligence from Major Bourne that Van Tromp, with forty sail, was off the South Sand-head, whereupon I made all possible speed to ply up towards them, and yesterday, in the morning, we saw them at anchor in and near Dover Road. Being come within three leagues of them, they weighed and stood by a wind to the eastward, we supposing their intention was to leave us to avoid the dispute of the flag. About two hours after they altered their course and bore directly with us, Van Tromp the headmost; whereupon we lay by and put ourselves into a fighting posture, judging they had a resolution to engage. Being come within musket-shot I gave order to fire at his flag, which was done thrice. After the third shot he let fly a broadside at us. Major Bourne, with those ships that came from the Downs, being

¹ This may very well be the letter from the Governor of Dover which is mentioned by the Dutch Ambassadors in their letter to Tromp of ^{May 23}_{June 2} (No. 120) as reaching London on the $\frac{20}{30}$ th, before Blake's dispatches arrived. If so, the statement about Tromp's refusal to salute the Castle, which was subsequently adopted in the official narrative (see p. 296), may be accepted as correct.

² Printed in Penn's *Memorials of Sir W. Penn*, i. 421.

eight, was then making towards us. We continued fighting till night ; then our ship being unable to sail by reason that all our rigging and sails were extremely shattered, our mizen-mast shot off, we came with advice of the captains to an anchor about three or four leagues off the Ness,¹ to refit our ship, at which we laboured all the night. This morning we espied the Dutch fleet about four leagues distance from ours towards the coast of France, and by advice of a council of war it was resolved to ply to windward to keep the weather-gage, and we are now ready to let fall our anchor this tide. What course the Dutch fleet steers we do not well know, nor can we tell what harm we have done them, but we suppose one of them to be sunk, and another of thirty guns we have taken, with the captains of both. The main-mast of the first being shot by the board, and much water in the hold made Captain Lawson's men to forsake her. We have six men of ours slain, and nine or ten desperately wounded, and twenty-five more not without danger ; amongst them our master and one of his mates, and other officers. We have received above seventy great shot in our hull and masts, in our sails and rigging without number, being engaged with the whole body of the fleet for the space of four hours, and the mark at which they aimed. We must needs acknowledge a great mercy that we had no more harm, and our hope the righteous God will continue the same unto us if there do arise a war between us, they being first in the breach, and seeking an occasion to quarrel and watching, as it seems, an advantage to brave us upon our own coast, &c.

Your most humble servant,

ROBT. BLAKE.

From aboard the James, 3 leagues off the Hydes,²
the 20th May, 1652.

¹ *I.e.* Dungeness.

² Hythe.

102. *May* $\frac{20}{30}$, 1652.—*LIEUTENANT-ADMIRAL TROMP
TO THE STATES-GENERAL*

[*Hollandsche Mercurius*, 1652, p. 35. Translated.¹]

High and Mighty Lords,—My last letter was of the $\frac{10}{20}$ th instant, sent by the messenger that brought my instruction aboard, since which time I have been cruising at sea before the Meuse, the Wielings, Ostend, and Nieuport till the $\frac{14}{24}$ th of the month, when we were forced to cast our anchor and stay there in a bad weather and a rough sea until the $\frac{16}{26}$ th in the morning. The weather growing worse whilst we were under sail, divers captains of the Direction came aboard complaining that they had lost their anchors and cables, some having but two anchors and cables left. Upon this it was resolved, as the wind was rising, to go under the South Foreland² to prevent our ships from being damaged. At one o'clock,³ when we were off the Downs, we sent the Commodore John Thyssen, of Flushing, and Captain Peter Aldertszoon into the Downs to the Commodore Bourne, who lay there with some ships of the Parliament. They saluted him in my name, advertising him that we were ordered to cruise off our own coast, and that having lost some anchors by the last bad weather we were forced to come to an anchor under Dover to give assistance to one another, and so to return to our appointed limits ; since we had no other order but to protect our merchantmen and fishing boats and

¹ There is a contemporary translation in the Tanner MSS. liii. fol. 43. It appears to have been made by a Dutchman whose knowledge of English was imperfect. The same may be said of other English translations of the time. The Council may possibly have employed the younger Dorislaus who enjoyed its favour since his father's assassination.

² Literally 'the point of Dover.'

³ This was on the $\frac{18th}{28th}$. See No. 128.

to maintain the honour of our provinces ; that we therefore thought it fit to acquaint the said Commodore with the same, in order that he might not suspect anything to the contrary. Upon this he greeted me with much courtesy, and thanked me for this notice.

Upon the $\frac{1}{2}\frac{9}{9}$ th at two o'clock we made sail, the wind north-east, good weather, sailing towards Calais, with intention to cross towards our coast, in order to provide ourselves with cables and anchors. As we approached Calais cliff we met with Captain Joris van der Zaanen, of Amsterdam, coming out of the Straits with Captain Huyrluyt, having in their company seven rich merchantmen, valued above fifty tons of gold, which he left the $\frac{1}{2}\frac{9}{9}$ th at anchor right against Fairlight,¹ where about twelve ships of the Parliament were lying, and divers frigates came to visit² them ; and forasmuch as the said Joris van der Zaanen on May $\frac{1}{2}\frac{2}{2}$, when off the Start,³ met a frigate of the Parliament, which attempted to make him strike, and against whom he defended himself about two hours, and so was left by the said frigate,⁴ whereupon the said Commodore Huyrluyt and the said Van der Zaanen came off to look for our flag and to give us notice of what had occurred, as they did, fearing much that the said merchantmen had already been taken. Whereupon I presently went in that direction to take them under my protection, and, if they were taken, to set them at liberty if it were possible,

¹ 'Fiverley' in the Dutch.

² 'Visiteren,' translated 'to see them' in the Tanner MS. The word probably implies that the visit was for the purpose of examining the nature of the cargoes.

³ 'Goudstart' in the Dutch.

⁴ This refers to the exploit of Captain Young. Captain Young, however, asserts that all of the three Dutch ships struck their flags (see No. 90).

according to the 7th and 8th articles of my instruction of the $\frac{6}{16}$ th ultimo. Upon the way we met fifteen ships and frigates of the Parliament, among which one was an Admiral's, which I intended to speak with, taking in all my sails except both my topsails, which we lowered to the middle of the mast. As soon as we were within cannon-shot he shot a ball over our ship. We answered not. He shot another, to which we answered with one.¹ At once he gives me a broadside, being within musket-shot, and shot all his broadside through our ship and sails. Some of our men were wounded, some with the loss of their arms, some otherwise; whereupon we presently gave him our broadside, not knowing what they intended, as I do not yet know, because they did not speak a word to us nor we to them; and upon this we fell to a general fight. Meanwhile the Commodore Bourne came out of the Downs with twelve ships and frigates² armed as he himself had explained to Commodore John Thyssen and Captain Peter Aldertsz. when they went aboard of him, that is to say [the larger ships] with sixty to seventy, and the frigates with thirty-eight to fifty guns. He at once assailed our fleet from astern, and we fought thus from half-past four till nine o'clock, when darkness parted us from one another. Then both the Admirals (being a little out of cannon-shot) made sail to leeward in order to collect their fleets and to make good their damage. We drove the whole night with a light on every ship. The $\frac{20}{30}$ th in the morning we saw the English fleet also driving to the windward of us, and made sail for Dover. We missed two of our ships which were in the rear of our fleet, the Captains Tuyne-

¹ See p. 421, where Tromp says that the mention of only two English shots is a mistake of his secretary.

² Nine according to Bourne's own account. (See p. 251.)

mans of Middelburg and Sipke Fockes of Amsterdam, both ships of the Direction, whereof we found that of Captain Sipke Fockes about noon drifting without masts. The skipper and the officers declared unto us that they were taken by three ships of the Parliament two hours after sunset, who took off the captain and the lieutenant, with fourteen or fifteen men more, and put many English in their place, but these, fearing that the ship would sink, took to flight after they had plundered it in a hostile manner. They declared also that the said Tuyne-mans (being with them in the rear of our fleet) was taken an hour before they were. We intend with this easterly wind to cruise to and fro in order to find out the before-mentioned merchantmen from the Straits, if it be possible, and to bring them safe to our country, with all other ships we may meet.

M. HARPERTSZ. TROMP.

Dated the 30th of May, 1652, from aboard the ship Brederode.

103. *May* $\frac{21}{31}$, 1652.—*ORDERS OF THE COUNCIL OF STATE*

[R.O., Interr. I, 67, pp. 94–99.]

That a messenger to the Council be sent down to Dover, to inform himself there of what hath happened upon the engagement between the two fleets, and to inform the Council of what he heard concerning it, as also from every stage upon the road as he goes down, where he hears anything of intelligence.

That it be referred to the Committee for the Ordnance to consider of the present condition of the garrison of Portsmouth, and also of what guns are¹ to be sent to that garrison, and to report their opinion therein to the Council.

¹ 'Are for' in MS.

That it be likewise referred to the Land Committee to consider of the sending down to Portsmouth a competent store of powder, and the Committee for the Ordnance is to meet at two of the clock in the afternoon, and the clerk of that Committee is to be sent unto to attend them at that time.

That the Committee of the Ordnance doth withdraw and consider by what way a store of powder and ordnance may be furnished forthwith into the stores.

Memorandum: It was put to the question whether the letters which were propounded to go to the several ports for the stay of the Dutch ships¹ should be presently dispatched away, and it was carried in the negative.

That the Trinity House men do take an account of what merchant ships are now in the river of Thames for the service, and of what burthen they are, and give an account of them to the Council.

That a letter be written to the commanders of the navy, to let them know that the George of Plymouth is to be taken in to be one of the ships for this summer's service.

That Sir James Harrington and Mr. Neville be desired to go out to Commissary General Whaley, and advise with him concerning the best and most easiest way of keeping guard for the defence of the Dutch Ambassadors, and report to the Council their opinion thereupon.

That the letters prepared to be sent to the several ports concerning the stay of what Dutch ships are in the several ports of this nation be sent away.

That four files of musketeers of the guard about town, and also twenty horse, be appointed, under

¹ See No. 98.

the command of some civil officer, to repair to Chelsea for the guard of the Dutch Ambassadors.

That it be referred to the Commissioners of the Admiralty to give an account to the Council of what is required by the Parliament concerning the defect in victualling the fleet, and to report the same to the Council on Monday next, in the afternoon, and in the meantime to give effectual order for victualling such ships as are yet unvictualled.

That a letter be written to General Blake to take notice to him of the receipt of his letter, and to enclose to him the copy of the order of Parliament approving of what he relates in his letter, to let him know the Council will take all possible care for the supplying him with victuals and ammunition, and for the hastening out the rest of the ships now in the river which are to come to him, to return him the thanks of the Council for what he hath done.

That the Council do sit to-morrow at eight of the clock, as also on Monday morning, and the members of the Council be sent unto to that purpose, and that the Council do sit also on Lord's day in the afternoon, if there shall be occasion, which is left to the judgment of the Lord General.

That a warrant be directed to the several captains of the State's ships in the Thames, to acquaint them that there are two Dutch men-of-war riding at anchor in the river, for prevention of whose going to their fleet they are to seize them, and to bring them under the power of the forts, and to take off their sails and rudders, for the better securing of them till further order.

That officers of the ordnance be sent unto, and required to omit no opportunity of sending down the ships appointed for the service, and that for the more speedy execution thereof they do send provisions or other things for the ships, as well on the Lord's day as others.

104. *May* $\frac{21}{31}$, 1652.—*THE COUNCIL OF STATE TO CAPTAIN HENRY TOOPE, COMMANDER OF THE GILES*

[R.O., Interr. I, 67, p. 107.]

Whereas you were formerly ordered to convoy several ships and vessels to the coast of Scotland, in pursuance whereof we are given to understand that you are got no further than Harwich, for that the wind is now contrary so that you cannot follow the former order, these are to require you to make your speedy repair to General Blake in the Downs, whose further orders and directions you are carefully to observe and follow. And for the ships and vessels before mentioned you are to order them to stay at Harwich until the wind serves and doth come fair for the ship, or such other ships as shall be appointed to give them convoy, for that purpose, whereof you are not to fail, &c. Given, &c., the 21st May, 1652.

HEN. VANE, President.¹

105. *May* $\frac{21}{31}$, 1652.—*GENERAL BLAKE'S WARRANT TO AUTHORISE VICE-ADMIRAL PENN TO HOIST HIS FLAG*

[MSS. of the Duke of Portland, Navy Papers, 1640–1696, fol. 144. Autograph signature.]

Forasmuch as the Council of State have thought fit that you should command as Vice-Admiral of the fleet,² these are therefore to authorise you forthwith to wear a flag on the foretop of the ship *Triumph* under your charge. Dated this 21 May, 1652.

ROB. BLAKE.

¹ Similar orders to repair with their ships to the Downs were given to Joseph Jordan, commanding the *Pelican* frigate, Captain Anthony Earning, commanding the *Reformation*, and Captain William Launt, commanding the *Tiger* frigate.

² See No. 93.

106. *May* $\frac{21}{31}$, 1652.—*RESOLUTIONS OF PARLIAMENT*

[C.J. vii. 135.]

Resolved, that the Parliament doth approve of what General Blake hath done, as it is related in his letter to the Council.

Resolved, that the Council of State be required to return unto General Blake a letter of thanks as from the Parliament, and send unto him the vote of their approval.

Resolved, that it be referred to the Council of State to consider the whole matter of fact and what is further fit to be done therein, and report the same to the House on Tuesday next.

Resolved, that the Council of State be required and authorised to take such care for the strengthening the fleet as they shall think fit for the security and benefit of the Commonwealth.

Resolved, that the Council of State be required to continue the same care still for their safety till the Parliament take further order.

107. *May* $\frac{22}{June 1}$, 1652.—*ORDERS OF THE COUNCIL OF STATE*

[R.O., Interr. I, 67, pp. 109–112.]

That Sir Arthur Hesilrige be desired to send up hither 600 barrels of powder from Newcastle in some good ship, and also to be well convoyed by a ship of the State's from the northern coast, to which purpose a warrant is to be issued out, and Sir Arthur Hesilrige is desired to send his major down to see this done, and he is to give directions to the ship to touch in the Hope, and send notice of her being there, and expect the further orders of the Council.

That the Committee of the Ordnance be desired

to consider how a competent store of powder may be provided, and forthwith brought into the stores.

That the several contractors for powder be sent unto to let them know that the Committee is informed that they are behind in the performing of this contract 1,400 barrels of powder which they should have delivered in this night; to let them know the Council expects they should perform their contract according to the time limited, or, in defect thereof, to appear before the Council on Monday morning next by eight of the clock to give an account of their faults.

That the officers of the Ordnance be sent unto to come to the Council on Monday morning next by eight of the clock to give an account to the Council of what powder is this day brought into the Downs, as also of what shot and other provisions for sea service they have in store.

That the Commissioners of the Navy be sent unto and desired to give an account to the Council of what cordage or other provisions for the navy properly under their care they have in store, and send also to make provision of stores for supplying of a fleet upon any emergency, and send an account of the sum to the Council on Monday next.

That the Commissioners of the Navy and the Committee of Trinity House do meet together and take into consideration the list of ships given in to the Council by the said Committee of Trinity House, what number of them, and also what other ships, merchantmen, colliers, and others now in the Thames, may be forthwith put out to sea fit for service, and by speaking with the owners and masters of such ships they are to agree of propositions to offer to the Council upon what terms the said ships may be set forth in respect both of the time that it may be done, also with possible speed, and the charges,

that it may be done with most ease to the State, so ordering the contract that the State may not, by their present necessity, be brought into too great inconveniences and disadvantages; but also that they may be at a certainty at what times the several ships agreed for will be ready, according whereunto the Council may steer their present business; and for the better enabling the said Commissioners and Committee to bring to effect the particulars aforesaid, they have hereby power to send [for] any owners and masters of ships, and any other persons relating to this service. And they are to give an account of what they do herein to the Council upon Monday morning, and in the meantime advance this service and put it in a way of action as far as is possible.

108. *May 22*
June 1, 1652.—THOMAS WHITE¹ TO ———(?)

[Printed in *An Exact and Perfect Relation of the Terrible and Bloody Fight, &c.*, published on May 25. B.M. Press Mark E, 665, 11.]

A more particular and exact relation of the bloody fight that happened in the Downs between the English and the Hollanders.

Worthy Sir,—My service to you, wishing all happiness. On the 18 of May instant the Hollanders'

¹ From entries relating to him amongst the State Papers, White was a resident in Dover, apparently employed in some official capacity. On October 1653 he was named as one of the Commissioners in charge of the passage at Dover, that is to say, to prevent suspected persons from landing or embarking. He may therefore be taken as a landsman, and, as such, not to be depended on for naval details. If, moreover, he watched the proceedings from the shore, he would have to depend for much that happened in mid-channel on the information that he picked up from sailors engaged. As it is evident that he was badly informed in some particulars, the letter is here given only for what it is worth.

fleet, consisting of 42 sail of stout ships, all men-of-war, came by the eastward, and lay by the lee of the South Foreland, and from thence sent two of their fleet into the Downs to Major Bourne (who was then Admiral, General Blake¹ being absent) the captains of those ships coming aboard our Admiral's ship desired leave of him to anchor their ships in the Downs.² The Admiral asked them why they came into our seas with their flags up so near our navy. They answered they had orders not to strike their flags to any they should meet with, whereupon the Major answered them that within two days' time they should know whether there was room enough for them to anchor in or not ;³ yet, notwithstanding this, the Hollanders anchored in Dover Road, and rode there till the 19th. About two of the clock in the afternoon Major Bourne came out of the Downs into Dover Road with 10 sail, and Colonel Blake from the west⁴ with 13 sail more. The Dutch fleet, seeing this,⁵ weighed anchor, and stood up to the coast of France with their flags up near upon two hours, and then bore up to General Blake, each ship having a man at the topmast-head as if they intended to have struck their flags.⁶ When they came within shot of our Admiral he made one shot at them for to strike, but they refused,

¹ Printed in pamphlet 'Blague.'

² This is incorrect. They came to explain why their Admiral did not come into the Downs.

³ White clearly picked up his story of the interview with Bourne from hearsay. What Bourne said was very different. See p. 252.

⁴ Misprinted 'rest.'

⁵ This may perhaps be taken to mean that the Dutch saw the beginning of these movements, not that they did not weigh anchor till the arrival of Blake and Bourne.

⁶ Only Tromp had his flag flying at the mast-head ; on the man at the top see p. 174.

still coming towards him, whereupon he made two shot more at them, and then the Hollanders gave him one shot, still making nearer to him, and, coming up to him, saluted our Admiral with a whole volley of small shot and a broadside of gunshot, and Colonel Blake returned him the like, and, bearing up after him, they two [dis]charged three or four broadsides at each other ; 13 of the Hollanders gave our Admiral each of them a broadside before any of our ships came up to second him ; then the general off Folkestone¹ came up between the Hollanders and our Admiral, and gave them a breathing time ; and in an hour's time the ship called the Triumph² came up to them, and fell up into the whole fleet. About six of the clock at night the Dutch Admiral bore away, and General Blake after him ; but Van Tromp went better than our Admiral, insomuch that he could not come up with them, but followed them within shot till nine of the clock, in which time the Hollanders had so shattered our General's sails and rigging that they had neither sheets, tacks, nor brace, and his foresail was all torn in pieces, by means whereof Van Tromp sailed away, and all his fleet after him ; only one of our frigates boarded one of them³ who had 150 in her, whereof 50 were slain and the rest wounded and taken. We also shot another Dutch ship[s]⁴ main-mast overboard, and took her, she having 37 guns in her, but, finding six foot of water in her hold, we only took out the captain and two more, and left her not able to swim, but sunk shortly afterwards.

¹ Printed 'the Generall off Folkestone,' which is nonsense. The words as given in the text must mean the bulk of the ships which had been lying off Folkestone.

² The Triumph was one of Bourne's ships. (See p. 251.)

³ The St. Laurence, Captain Tuynemans. (See p. 211.)

⁴ The St. Mary, Captain Sipke Fockes. (See p. 213.)

In this fight we had but 18 sail engaged, because some could not get up time enough; also one of our fleet had but two guns, the Greyhound was of no great force, and two more were but ketches, would do no good. Our Admiral received 200 shot; we lost eight men in the Admiral, five slain outright, three dead since, and had twenty wounded. In the Reuben there were three men slain, in the Centurion two, in the Victory two, and in the Fairfax one; the Garland, Entrance, and the Worcester frigate lost not one man, but the Dutch lost four times our number in the two ships that were taken; besides what they lost in that which was sunk. The General saith some men did not engage at all, and therefore to be looked upon as undeserving men.

Our ships are all now (God be praised) safe in the Downs, and have brought in two Hollanders, one of them thought to be an adviser. I was aboard our fleet in the Downs, and there came six Hollanders that were merchantmen,¹ within a league of our fleet, whereupon a frigate of ours came up to the Admiral, and asked leave to fetch them in; but the Admiral answered that they were men about honest occasions, and he had no order from the Council of State to meddle with them, and so let them pass about their occasions.

While I was aboard the Admiral, there came a Dutch man-of-war, supposing it to be Van Tromp, but the Speaker frigate quickly fetched him up, and brought him in to our fleet.

There are 36 of the Hollanders' ships that engaged with our fleet in the aforesaid fight, that ride about Dieppe,² every one of them being about

¹ Six of the seven merchantmen under Huyrluyt's charge. (See No. 119.)

² Printed 'Deep.'

1,000 or 1,500 ton, most of them pitifully torn and battered, and many of them without either mast, sails, or flags, having lost the company of their Admiral.

Sir, your assured friend,
THOMAS WHITE.¹

Dover, May 22, 1652.

109. ^{May 22}_{June 1}, 1652.—*THE INFORMATION OF CAPTAIN BRANDLEY WITH THE EXAMINATIONS OF DUTCH PRISONERS*

[Printed in *The Answer of the Parliament, &c.*, published on June 17. B.M. Press Mark E, 668, 1.]

The information of Captain William Brandley, taken before his Excellency the Lord General Cromwell and Denis Bond, Esquire, at Dover, the 22nd of May, 1652.

Who saith that Wednesday morning, leaving General Blake off from the Ness² with eleven ships—viz., the James, Victory, Garland, the Speaker, Ruby, Sapphire, Centurion, Star, Portsmouth, Marten, Mermaid, and a merchant's ship in the State's service, and between seven and eight o'clock in the morning came to Dover Road, and fell in among part of Van Tromp's fleet, and hailing several of their ships and asking who wore the flag, he was answered by three or four of them that he was Van Tromp, and that they should well wit, as his own men

¹ On the title-page the letter is described as 'the true copy of a letter sent to Mr. Richard Bostock of London, merchant,' to which Thomason has added the words 'of the post house.' This letter, with the exception of the first sentence and the last two paragraphs, is printed in *The Faithful Scout*, p. 554 (B.M. Press Mark E, 795, 9), as a letter from a singular hand, and dated Deal, May 21, 1652.

² Dungeness.

who were aboard with him that understood Dutch did interpret to him ; whereupon this informant went home to his own General, being some three leagues to westward of him, to whom he gave the said account, which so soon as he had done, his General made all the haste he could to Dover Road with those ships that were with him, and being come about three leagues onward of his way, he—this informant—and the rest of the fleet weighing their anchors, and perceived them to make towards the French coast, about four leagues from the place where they anchored, and General Blake steering his course towards the Downs to the rest of his fleet, for which this informant had seen the orders of the Council of State to him so to do ; and being come up as high as Folkestone¹ they perceived a ship came from the eastwards towards the Dutch fleet, not being able to fetch Van Tromp, being to the leeward of him, shot off a piece, and Van Tromp bore up to the said ship, and within a quarter of an hour after Van Tromp shot off a piece and put abroad his pennant and bore up on General Blake and the fleet that was with him, and a little to the east of Sandgate Castle he came up with all his fleet, being two-and-forty sail, to General Blake, and himself being the headmost ship, having his flag on his main-top, came within shot of General Blake, whereupon General Blake shot at his flag, and he not taking the same down, he shot a second and a third ; upon which Van Tromp, taking in his pendant, put out his red flag under his Holland colours, and presently after gave a broadside to General Blake, and thereupon General Blake answered him with another, and both the fleets were engaged.

WILLIAM BRANDLEY.

¹ 'Holstone' in the pamphlet.

The Examination of Bastiaen Tuynemans,¹ late Captain of the ship called the *St. Lawrence*, taken before his Excellency the Lord General Cromwell and Denis Bond, Esquire, at Dover, 22 May, 1652.

Who saith he came from Flushing about fourteen days since under the command of Admiral Van Tromp with two-and-forty sail of ships, and that they lay with their fleet about four days between Zeeland and Dunkirk, and from thence they came to Dover Road on Tuesday last about ten o'clock in the morning, and there anchored until Wednesday about twelve o'clock and then weighed anchor; they made off towards the French coast about two Dutch leagues, where a ship of the States of Holland came up towards them, and made a weft with his flag to Van Tromp, who bore up to that ship, and he saw a boat go from that ship aboard Van Tromp, who thereupon presently made all the sail he could and came through all his fleet, and made with all the haste he could towards General Blake and his fleet; and being come near him he shot a gun without a ball, and then two guns more with balls, as he was informed; whereupon Van Tromp shot one shot at General Blake, and then presently fired a broadside at him,² who fired his guns lustily again at him, and the fight began about four o'clock

¹ 'Tunement' here and in the signature as printed.

² Tromp afterwards explained away this evidence against him on the ground that Tuynemans' ship was two miles off, and was therefore too far to know what passed between himself and Blake. See p. 285. It will be observed that Tuynemans only speaks of 'being informed' about the first shots. According to Bourne's account (p. 254), Tuynemans' ship was one of the sternmost, and therefore many ships may have intervened between him and the scene of the combat. In the following examination of Sipke Fockes the deponent says that 'how the fight began he knoweth not,' and Peter Janszoon says much the same.

in the afternoon and continued till night. And he saith that his ship only was taken ; and being demanded what was their signal to fight, he saith that when their Admiral hung out his red flag under the State colours they were to fall on ; and saith that when he saw their Admiral's red flag hung out he perceived that they were in earnest, and then he did the best he could.

BASTIAEN TUYNEMANS.

The further Examination of Bastiaen Tuynemans, Captain of the St. Lawrence, taken the same day before the persons aforesaid.

Who being demanded whether he, with four other Dutch ships, were not met by the Andrew and two other English ships near Calais about five weeks since, and whether they did strike topsails to them : he saith they did meet those English ships and did strike their topsails to them ; and after their arrival in Holland their Admiral, Van Tromp, asked this examinant why he did strike sail to them, saying, Were you not as strong as they, and being so, why were you afraid ? And further saith that the owners of their ships did likewise use words to them to the same effect.

The Examination of Cornelius Teby, late Lieutenant to the ship St. Lawrence, taken the same day before the persons aforesaid.

Who saith, about fourteen days since he came from Flushing and joined with Admiral Van Tromp to the east of Ostend about ten days since, and lay three days between Dunkirk and the North Foreland,¹ and came from thence to Dover Road on Tuesday between ten and eleven o'clock, having two-and-forty sail of ships, and there they anchored

¹ Printed ' the North Furlong.'

until Wednesday about one o'clock, and then weighed anchor and made towards the coast of France about four or five leagues, where, he saith, there came a ship from the westward and spake with their Admiral, who thereupon presently bore up to General Blake, and when he came near General Blake made a shot without a ball at their Admiral's flag, and after that two more shots, and their Admiral did not take down his flag, but made one shot at General Blake, and presently after fired a broadside, and then General Blake fired at him ; and as soon as their Admiral had fired his broadside he hung out his red flag under the State's colours, and upon that their whole fleet engaged, according to signal and orders. The fight began about four o'clock and continued about four hours. He saith the said ship Lawrence was a merchant ship hired by the States of Holland for four months at 1,300 guilders per month.

CORNELIUS TEBY.

The Examination of Sipke Fockes,¹ Captain of the St. Mary of Amsterdam, now prisoner, taken the same day before the persons aforesaid.

Who saith that about fourteen days since he came from the Texel, and joined with Admiral Van Tromp's fleet before Scheveningen,² and lying three or four between Zealand and Dunkirk, they came on Tuesday last to Dover Road, where they anchored until Wednesday, twelve o'clock, and then weighed anchor ; they made off towards the coast of France about two or three Dutch leagues, where a ship from the westward made towards their Admiral, who immediately heaved out all his sails³

¹ 'Shipco Focus,' as printed. ² 'Skevelyn,' as printed.

³ Smyth's *Sailor's Word-Book* explains 'heaving out' as the act of loosing or unfurling a sail, particularly applied to staysails, or, in the tops, footing the sails out of the top.

and made towards the English fleet that came from the westward with General Blake. How the fight began he knoweth not, being a great distance off; but seeing his Admiral fight, he fought likewise according to his orders

SIPKE FOCKES.

The Examination of Peter Janszoon, Lieutenant to Sipke Fockes, Captain of the St. Mary of Amsterdam, taken the same day before the persons aforesaid.

Who saith, about fourteen days since he came from Texel, and joined with Admiral Van Tromp at Scheveningen about three days after, and after they lay about three days between Dunkirk and the North Furlong; and from thence they came to Dover Road on Tuesday, about ten o'clock in the morning, and anchored there till Wednesday about twelve o'clock, and then weighed anchor and made towards the French coast, about five leagues, where a Dutch ship of war came up to them, and spake with Admiral Van Tromp, who thereupon bare up with all the sail he could to the English General and his fleet; but who began first to shoot he knoweth not. And being asked why he fought, he saith that when the Admiral hung forth his red flag, they were to do the best they could; and seeing their other ships fight they fought likewise.

The further Examination of Cornelius Teby, Lieutenant to the above-named Captain Tuyne-mans, taken the same day before the persons aforesaid.

Who saith that his captain told him that Admiral Van Tromp blamed him for striking sail to the English ships, saying that he had married a young wife, and, therefore, was afraid and made haste home.

CORNELIS TEBY.

110. *May 23,*
June 2 1652.—ORDERS OF THE COUNCIL OF
STATE

[R.O., Interr. I, 67, pp. 117–119.]

That a letter be written to the Commissioners of the Navy and the officers of the Ordnance, to desire them to send to General Blake all the boatswains' and gunners' stores for which he hath written.

That a messenger be dispatched to go down the river of Thames, to take an account of the going out of the ships which are ready, of which he is to have a list, and is to give an account to the Council of what ships are gone, and how far the rest are on the way.

That the warrant yesterday signed by the Lord President, in the name of the Council, for the impressing of men for the service of the fleet, be approved of as the warrant of the Council.

That a letter be written to Captain Moulton,¹ to speak and agree with a ship of 36 guns, now lying at the Cowes, the captain thereof being Captain Stanton, to enter into the State's service for a time not exceeding three months, and to send her forthwith into the Downs to General Blake, and to let him know that the Council approve of the directions by him given to the State's ships, to repair to the Downs with the caution given by the General as to his coming, and to let him know he is to acquaint the masters of the ships bound for Ireland with corn that the State² cannot at present give them convoy.

That Captain Peacock be sent unto to set sail immediately for the Downs, and to let him know he shall receive his month's pay.

That the victuallers of the navy be sent unto,

¹ The one of the Navy Commissioners resident at Portsmouth.

² MS. 'States.'

to send down a month's provision to the ships commanded by Captain Peacock.

That a letter be written to Captain Baskett,¹ to desire him to give his best assistance for the furnishing of seamen to such of the State's ships as shall at any time want men in that harbour, upon advice he shall receive of Captain Moulton concerning the same.

That the Committee of the Admiralty do sit to-morrow morning at 7 of the clock in the Council Chamber, and confer with the victuallers of the navy concerning the making of further provisions of victuals for the navy, and also with such of the Commissioners of the Navy and of the Trinity House as have subscribed the letter to the Council concerning the furnishing out of more ships, to which purpose and summons is to be given unto them to come to the Committee to-morrow morning.

That letters be written to the Lord General and Mr. Bond, and also General Blake, to give them an account of what ships the Council ordered to come to the Downs, and to desire them to give frequent intelligence, and to let them know the Council will speedily write unto them.

111. *May 23,* 1652.—*LIEUTENANT-ADMIRAL TROMP*
June 2 *TO GENERAL BLAKE*

[Brief van den Admiraal Tromp, Amsterdam, 1652. B.M. Press Mark 8079, c.² Translated from a Dutch Translation of the French Original.]

Sir,—On the $\frac{1}{2}\frac{9}{9}$ th of last month we met one another at sea. My intention was to greet you ;

¹ Governor of Cowes Castle.

² The pamphlet from which this letter is taken contains three pieces: (1) this letter from Tromp to Blake ; (2) Blake's answer (No. 130) ; and (3) a report made by Captain de Jongh who was sent by Tromp, with a letter to the Ambassadors,

but, seeing that I was attacked, and not knowing what was your intention, as I was not spoken to by any of you either before or at the time, yet by no means suspecting that we were other than friends and good allies (after Commodore Bourne had shown me by his answer to those persons sent to him by me to communicate to him my order and my upright intentions), I was forced as a man of honour to defend myself. It has however to-day been reported to me, lying at anchor at Calais, that one of our ships, of which Tuynemans of Middelburg is the captain, has been brought into your road in Downs. It is the only one of ours missing, and I beg you for friendship's sake¹ to be pleased to restore this ship and to place it in the hands of the bearer of this letter in the same state as it was taken. I assure myself that the good alliance and union between the Government² of your State and

starting from the Downs in the evening of ^{May 26}_{June 5}. The first and third have every appearance of being genuine, and could hardly have been printed, especially the third, without official cognisance. The second was reprinted in *Hollandische Mercurius* (1652), p. 37, where another letter of Blake, of May $\frac{20}{30}$ (No. 101), appears, together with letters of Tromp, Blake, and Bourne. I see no reason to doubt its genuineness. Captain de Jongh's report gives an account of a conversation with Hugh Peters, which throws light on the attitude of himself, and indirectly of Cromwell and those who wished to remain on good terms with the Dutch. Peters, he says, began by asking whether the captain smoked, and, being told that he did so occasionally, sent for tobacco. Pipes being lighted, Peters said to the captain, 'We ought not to be fighting one another, but to live in peace and have but one aim. What had the States' ships to do on our coast without striking, as all potentates have done within the memory of man?' He also spoke to the captain about the account he had to give to the Ambassador Nieupoort. 'Our Admiral Blake is so conscientious a man that we trust in him to have told us the truth in his account of what passed.'

¹ This looks as if Blake and Tromp were personally acquainted, perhaps when the former was living at Schiedam. (See p. 402.)

² 'De Heeren.'

that of our republic, our common^s religion and particular friendship will prevent you from refusing my request, for which I shall be under obligation to remain as I am now,

Your most humble servant,

MARTEN HARPERTSZ. TROMP.

From our ship the Brederode, in Calais roads,
June 2, 1652, New Style.

112. *May 23*
June 2 1652.—*STATEMENT BY FORTY DUTCH CAPTAINS*

[Aitzema, *Saken van Staet en Oorlogh*, iii. 711. Translated.]

We, the undersigned captains of the national fleet, at this present under the command of Lieutenant-Admiral Tromp, make declaration instead of oath, that we with the said fleet were lying anchored outside the Flemish Banks, from the $\frac{1}{24}$ th to the $\frac{1}{28}$ th of May this year, 1652, our line stretching from Dunkirk to Nieuport, in rough weather with a heavy sea on, the wind being N.N.E. and N.E. ; and that, the weather being fair in the morning, the said Admiral Tromp made signal to get under sail, and having got under sail, several of his captains went alongside of his ship, and being hailed, explained that they had lost anchors, anchor-chains, and cables ; especially the following captains, viz.—Cornelis Naeuooogh,¹ Cornelis Jansz. Brouwer, Abraham van Campen, and others, among whom were some who had only two anchors left to which they could trust, and they begged the said Lieutenant-Admiral Tromp that he would be pleased to take such measures as were possible to enable them to procure the assistance they stood in need of ; to which the aforesaid

¹ Van Oogh in the text.

Admiral answered that they had better run in under Dover Head,¹ to get things in order. At noon, off the Goodwins, all the captains went on board, and instructions were handed to each one, according to which they were to regulate their proceedings; and orders were also given to send necessaries from one ship to another, which were not much carried out, because every one had need of his own; Commodore Jan Thyssen of Flushing, and Captain Peter Aldertszoon of Hoorn, also received orders to ply into the Downs with their respective ships with the Commodore, who was lying there, and to execute the commands of the Admiral; and notice was given that the Lieutenant-Admiral had instructions to cruise in the North Sea, to protect our merchantmen and fishing boats, and to maintain our reputation at sea; and, as some of the ships had lost their anchors, they were to run up under Dover Head to see what they could do to help one another, and that done, to follow us forthwith, in order that umbrage might not be taken at the approach of such a fleet to their coasts. At 7 o'clock we came to an anchor before Dover, and at 8 o'clock the aforesaid captains deputed to the Downs came on board the Admiral, and informed him that Commodore Bourne (lying in the Downs with nine ships of war and frigates) had been on board,² and commissioned them to deliver his kind duty to Admiral Tromp, thanking them for their message and behaving himself most pleasantly. On the $\frac{1}{2}$ ⁹th of the same month, at 2 o'clock, we weighed anchor, the wind being N.E., and stood for Calais Cliff, where we fell in with Joris van der Zaanen, who came on board the Admiral, and said that he and Captain Huyrluyt had come from the Straits with

¹ The South Foreland.

² This is a mistake.

seven merchantmen, whose cargoes were estimated at over 5,000,000 guilders, which he had ordered to anchor off Fairlight ¹ on the $\frac{1}{2}\frac{8}{8}$ th, and had lain there two days; also that twelve Parliament ships were likewise anchored off that place, and divers frigates, who came up and narrowly inspected our ships, which led Captain Huyrluyt and himself to suspect that the Parliament ships would probably close in and capture them and the rich merchantmen after the fight that had taken place between the same Van der Zaanen and the Parliament frigate; and they decided that the said Van der Zaanen should get through at night and give information to ships cruising in those parts, as he was now doing, saying that he was much afraid the said rich merchantmen would be taken, and begging the Admiral to consent to come to their assistance; whereupon he immediately hastened towards Fairlight in search of the said ships, and on the way fell in with fifteen Parliament ships and frigates, on board one of which the flag was flying. As our Admiral approached them he took in all sail, except the two topsails, and lowered these half-way down; as soon as we came within shot, the Parliamentary Admiral fired a shot over our Admiral's ship, and receiving no answer thereto fired another shot very shortly afterwards; this also received no answer, so he fired a third shot, to which Admiral Tromp replied. The Parliamentary Admiral forthwith turned his broadside on Admiral Tromp (and being about a musket-shot off), fired on him from all his guns, which Admiral Tromp answered with a broadside, and then began to engage with the Parliament ship. Meanwhile the said Commodore Bourne had come up out of the Downs with twelve ships and frigates, and attacked our fleet in the

¹ Virly in original.

rear ; we fought a general engagement for about four hours and a half, continuing till night parted us, when both Admirals cast to leeward to get their ships together and to repair such parts as had been shot away. We drifted all through the night with lanterns lit. On the $\frac{20}{30}$ th two ships were missing from our fleet—viz., Captain Tuynemans' from Middelburg and Sipke Fockes' from Amsterdam, both Directors' ships. We sighted a ship whose main-mast was gone, and came up with her at two o'clock ; she proved to be Sipke Fockes' ship from Amsterdam—Hendrick Koebrugge, of Lübeck, skipper, Elcke Douwes, master, and Cornelis Maertensen, of the Texel, boatswain. They came on board, and stated that yesterday evening, about an hour before sundown, they and Captain Tuynemans were the rearmost of the fleet, and that about two hours afterwards they had both been taken by the English (who had attacked our fleet in the rear), as no one had come to their relief. The English had taken their captain, lieutenant, clerk, and others of the crew to the number of twelve or fourteen out of the ship, and two boatloads of English sailors had been sent on board them ; and about an hour afterwards, fearing the ship was going to sink, they had stripped them of everything they could lay their hands on and made off, and they could not summon one of our nearest ships that might very well have come to their assistance.

All the which we declare is the simple truth, in so far as each man has heard or seen what occurred, and we are ready at any time to make further statements on cross-examination.

Signed on board the ship Brederode, off Calais, this 2nd June, 1652, and subscribed by 40 captains.

113. *May 24*
June 3, 1652.—ORDERS OF THE COUNCIL OF
STATE

[R.O., Interr. I, 67, pp. 120–125, 127, 128.]

That the victuallers of the navy be sent unto, to send forthwith into the Downs the victuals which they have provided for the ships now there.

That the victuallers of the navy do certify unto this Council the neglect that shall be in many persons who shall be employed by them in not speeding down such provisions as are committed to their care, together with the names of the persons, if any shall be found so offending, that they may be proceeded against for such their offence according to the merit hereof.

That Mr. Thurloe do prepare an extract of the several letters which have come to the Council, giving an account of the fight between the Dutch fleet and the English fleet in the Downs, as also of that made by Captain Young of Plymouth, and bring the same to the Committee of Foreign Affairs, to-morrow morning, who are to sit for that purpose.

That Colonel Morley be desired to write down to his brother at Arundel Castle, to let him know he is to send to Plymouth all the powder he can possibly spare out of that garrison, the necessity of the public service requiring the same.

That Mr. Alderman Penington be desired to confer with the Lord Mayor and Aldermen of London, to let them know that by reason of some fail of contract, made for the furnishing of powder to the stores in the Tower, there is at present some want thereof in that place, for the furnishing out of such ships as go from hence; to desire them that if they have any store in any of their companies' halls or other places that it may be delivered forthwith for the supply of this present occasion, and the

Council will take care that the same proportion for quantity and goodness shall in a short time be restored unto them.

That it be referred to the Committee of the Ordnance to take an account of what powder is in store in the several garrisons of this Commonwealth, and to that purpose to dispatch away letters to the said governors of the garrisons, requiring them to give an account thereof to the Council with all possible speed.

That Sir Oliver Fleming do acquaint the Dutch Ambassadors that the Council will take what they have said into consideration, and shall receive in due time the resolutions of the Council thereupon.

That the papers now delivered to the Council by the Dutch Ambassadors be humbly reported to the Parliament to-morrow morning by the Lord President, together with the matter of fact of the fight between the two fleets in the Downs and Captain Young and the Dutch.

That a letter be written to Major-General Deane to give him a narrative of what hath happened between the English and Dutch fleets in the Downs, to let him know that the Council conceive it will be necessary, in regard of the fishing which the Dutch have every year about Orkney and Shetland, and the fair they hold there, that some further forces should be sent thither ; to desire him, therefore, to give orders for the sending of such further forces thither as he shall judge fit to secure the place from any attempts of the Dutch ; and as to the business of the Dunottar Castle, since the means which hath been used for the rendition of it takes no effect, to desire him that he will use the best terms he can to this Commonwealth ; to desire him also to acquaint himself with the nature of the harbours of Orkney and Shetland, whether or not it is possible for our ships to be

defended by the forts there, in case they may have occasion at any time to come thither; to let him know that, if any persons have obtained leave from the Council to come into Scotland, when he shall find it to be prejudicial to the peace of that country, that he do, notwithstanding any such licence, either secure such persons there or command them to return to England.

That it be humbly reported to the Parliament that the Council finds it necessary upon consideration of the present state of affairs that 40 sail of ships more than are already in the service of the Commonwealth should be taken on, and have already given orders to that purpose; that the Parliament be humbly moved thereupon to take it into consideration when money may be had for the paying of the said ships, so ordered to be taken into the public service.

That letters be written to the Commissioners of the Trinity House, to let them know that they are to give directions to the ten ships bound for the Newfoundland fishery to fall down forthwith into the Downs, and there to remain with the fleet till further orders, and to let them know that if the State shall have occasion to make use of them they will take care that they shall receive reasonable satisfaction and allowance for the time they shall be employed, and that they shall have jack provided for them.

That it be referred to the Committee of the Admiralty to give orders for some fit ships to convoy the six hundred barrels of gunpowder which were ordered to be sent from Newcastle to London.

That the ship *Marigold* be appointed to go convoy to the ship *Hopeful* of London, whereof Edmund York is master, laden with provisions to go for Scotland, and now at Harwich, instead of the ship *Mary* and *William*, formerly appointed to that

purpose, and Mr. Coytmor is to acquaint the said ships with their orders.

That a warrant be given to such persons as is entrusted with the carrying down of the powder and stores from the office of the ordnance to General Blake, to sail down the river and take the first man-of-war they shall overtake being on his way to the Downs, and go along in his convoy to the fleet.

That in the letter to General Blake he be acquainted of the coming of the supply of stores, to desire him to give orders that some care may be taken of the vessels in which they are sent, when they shall come into the Downs.

That a letter be written to the Lord General, to take notice of the letters sent by him to the Council, to return him thanks for the care and pains by him taken in the business of the fleet, to give him an account of the ships which are going out of the river towards the fleet, and also of the provisions and of the letters of Admiral Tromp to the States-General, giving an account of the action between the fleets.

114. ^{May 24}_{June 3} 1652.—*THE COUNCIL OF STATE TO
THE VICE-ADMIRALS OF ESSEX, ETC.*

[R.O., Interr. I, 67, p. 129.]

Whereas the fleet of this nation now at sea have lately received some affront on our coast by the Dutch, who, as is conceived, will still persevere in opposition of the obedience they have always yielded and are bound to observe in our seas: The Parliament of England have thought fit presently to prepare and set forth a considerable fleet of ships, to the number of forty, as an addition to those already out. We, therefore, have

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thought fit to write unto you, and by virtue of authority of Parliament do hereby authorise you to summon forthwith before you in your several towns, villages, precincts, &c., within the county of Essex, all the seamen and mariners inhabiting therein from 15 to 50 years of age, and to acquaint them with the State's emergency of service and the want¹ of seamen to man a fleet of ships now in preparation in the river of Thames to the seas, and withal to press² for that service so many able seamen as you can possibly get, giving unto each man xii^d prest money, and i^d ob. a mile conduct money, from the place where they shall be so imprested to the place of their appearance at Deptford, in Kent, within two miles of London, where they shall be entered on board the respective ships by the State's clerk of the check, by name Mr. Nathaniel Tearne, and for the better performance of this service you are to cause a note to be written by your clerks and delivered to each seaman, specifying his name, age, stature, complexion, where prested, the when he shall appear before the clerk of the check aforesaid, which must be with all expedition. For such moneys as you shall lay out in the carrying on of this business, the Com-

¹ 'Wait' in MS.

² 'A prest or imprest was an earnest or advance paid on account. A prest-man was really a man who received the prest of 12*d.* as a soldier when enlisted.' *The Defeat of the Armada*, p. 89, note 2. Whether the prest money was voluntarily taken or not would depend on circumstances. There is nothing in this letter which declares in so many words that the men are to be taken by force; but there can be little doubt that in practice those who were unwilling to serve were so taken. It will be seen hereafter that the use of forcible impressment increased as the war went on, as the enlargement of the fleet made it necessary to increase the number of sailors above that required in time of peace. It does not, of course, follow that no seamen took the imprest money voluntarily.

missioners of the Navy sitting on Tower Hill will reimburse you, and when you have performed this service to send up your accounts with the persons' names pressed to the said Commissioners, and they will satisfy you accordingly. Herein it is expected that you use your special care and diligence in regard this business is of high concernment, and there will be a strict account required thereof. We for your better assistance require all mayors, justices of peace, bailiffs, constables, head-boroughs, and all other officers whom it shall or may concern, upon sight hereof, to be aiding and assisting unto you in the premises, according to the tenour of an ordinance of Parliament lately passed and herewith sent unto you, and for so doing this, &c. Given, &c., 24 May, 1652.

To the Vice-Admiral of Essex.

The like for Norfolk, Suffolk, Kent, Sussex, Hants.

115. ^{May 24,}_{June 3} 1652.—*THE RELATION OF THE FIGHT
BY FIVE ENGLISH CAPTAINS*

[In *The Answer of the Parliament, &c.*, p. 14, published on
June 17. B.M. Press Mark E, 668, 1.]

We whose names are hereunder written do humbly take leave to certify the state of the business betwixt us and the Dutch fleet—viz.: Upon the nineteenth of this present May we had intelligence that they were off the South Foreland, consisting in the whole of about forty-two sail. We plied up with our ships as fast as possible, and, being off Folkestone, we espied the Dutch fleet to ride at anchor near Dover. As soon as the tide presented we plied towards them, whereupon they weighed and stood to the southward, three leagues

to the windward of our ships. We thereby imagining they had not any intent to engage with us, laid our ships about, and within half an hour Van Tromp with all his fleet bore up upon us, and, being near, our General gave order to fire at the Dutch flag to strike, which they refusing, we shot again. They still refused to strike, but shot a piece at our flag, and shot it through, we then being within musket-shot one of the other. Then the third time we fired a gun at his flag, which was no sooner done but he fired his whole broadside at us, and so we engaged, and went on fighting from half an hour past four that afternoon till nine of the clock at night, and then we anchored to fit our ship in a posture for the next morning; the Dutch fleet, being to the southward of us three leagues, next morning directed their course for France; whereupon, seeing of them do so, we plied up to the Downs. This we humbly certify, and thereof will upon all occasions testify, and have hereunto subscribed our hands the 24th of this present May, 1652.

ROBERT MOULTON, jun.

JOHN GILSON.

JOHN REDWOOD.

ANTH. JACKSON.

HENRY CORADALL.

116. *May 24*
June 3 1652.—*PROPOSITION OF THE DUTCH AM-
BASSADORS TO THE COUNCIL OF STATE*

[B.M. Add. MSS. 17677, U, fol. 146. Latin, Translated.¹]

Most Honourable Lords,—We are here by reason of an unhappy and unexpected mischance.

¹ There is a translation into so-called English in the Bodl. Lib. Tanner MSS. liii. fol. 39, but the English is so abominably bad that it would only be advisable to use it if the original were inaccessible.

A horrible report hath amazed us that there should have been a fight at sea betwixt the fleet of this Commonwealth and that of the United Provinces, and that ours should have been the cause of this unfortunate business by beginning the fight, and that the battle having been entered on with the greatest fierceness so that the report that we had broken the treaty and had engaged in open war was spread. We, astonished by this sad report, direct ourselves to this Honourable Assembly, and declare before God, and from the bottom of our hearts, that the fact, as it is reported, has been committed without the knowledge and against the will of the States of the United Provinces, our Lords, and of their Ambassadors. Moreover, we affirm that our countrymen are set on nothing but union, peace, alliance, and the closest friendship with this Commonwealth, and that they desire this with all their hearts. In the meanwhile we think it not to be amiss if we give notice unto your Honours that we have received letters from the Admiral of the fleet of the United Provinces, dated the $\frac{20}{30}$ th of the last month, wherein (as your Excellencies can see from the copy handed to you) the occasion and reason of the said fight is set forth in a manner much differing from the common report. We therefore think it well to inquire exactly into the truth of this business, considering this to be worth observation in the meantime, that our Admiral Tromp in the same letter declares plainly that he has no other order from the Lords the States than to sail to the shore and coasts of our country,¹ and to keep by them as far as Ostend and Nieuport, and no further. By which it doth appear more clearly than the sun at midday that the intention of the States of the United

¹ 'Nostræ patriæ,' taking the whole of the Netherlands as well as the specially Dutch part.

Provinces was certainly not to attempt anything against the fleet or other ships of this Commonwealth. If anything then in this business be done otherwise than it ought to be, this doth not concern the said States, but those who had to do with the said business; and let them look to it. We have been here now almost six months about the concluding of a league by special order of the said States, and have delivered some days ago to your Commissioners a paper, in which not only the different points touching the treaty, but also the means by which the same could be brought to a good agreement and reconciliation, were sufficiently declared, so that we every day expected nothing but a happy end to so good a work, and truly that excellent matter may be finished in very few hours. But who should ever believe that so noble a work, and one desired with so many wishes of all honest men, and especially of all the Churches of the reformed Christian religion, should be cut off or hindered by any imprudent and turbulent man (whosoever he may be), without the knowledge and against the will of the States of the United Netherlands? It is well known that by the law of nature and the customs of all nations, if he who receives a commission in private matters, or an ambassador entrusted with public businesses, exceeds the limits of his commission, or if a general of an army ravages without order from his superiors the fields of his neighbours, or if a wild beast does any mischief after it has broken its bonds, not the masters but those that have done the wrong are held liable, especially if the disapprobation of the deeds be signified; and without question (if the business be so as it is related) this is to be expected from the States of the United Provinces. In the meanwhile we make no doubt that to

attempt any hostility before the other party is heard cannot be approved either by God or men, especially by Christians. It is the custom by all reasonable nations to demand restitution of their goods if any violence has been offered, and, in case satisfaction be given or offered, to lay aside all hostility. And it is no wonder that all nations are so much against war and inclined to establish peace, war being plainly a cruel monster, a world of evil, and a mere deluge of innocent blood. Therefore, the most holy fathers of our religion have expressly declared war to be execrable, even when it is just, especially where it concerns Christians, who are taught by their meekest Saviour to spare other men's blood as well as their own. But amongst all kind of wars one between these nations is to be reputed most detestable and horrible. Truly experience teaches us that the best and strongest wine (if it be corrupted) becomes the sourest vinegar, and indeed if two nations, having long been friends, and being of the same religion and lovers of liberty, living as near neighbours on the shores of the same sea, both being valiant and warlike, clash together, what is to be expected but the ruin of both, and, as the proverb saith, a Cadmean victory? And what else is this, then, to afflict and depress your friends and companions in religion in order to please our enemies, and to give occasion openly for injury to both? An author, being none of the least amongst yours, hath very well compared, as we conceive, both the nations to two earthen pots driving in the sea, with this device, 'If we are dashed together we shall be broken.' That honest man certainly hit it off well, and we believe that you are of his opinion. But if the two nations come to an agreement, good God, what store of happiness will this bring forth! We see that the true service of God will be

established, the sea will become peaceful, and the opportunity taken away from all our enemies of troubling both of us, whilst all nations who share in our religion will be filled with joy, and—which is to be reputed the chiefest of all—praises and thanksgivings will arise to heaven to God, the highest and best,¹ on account of so good a cause.

We conclude then, most Honourable Lords, and instantly demand and desire, so as we have longed to propose to your Honours this three days since :

First, that a copy may be given unto us of the relation of the things that have happened.

Secondly, that we may send it over, by your leave, to our Lords the States, and that the other side being heard, the truth of the business may be known.

Thirdly, that in the meanwhile all things may remain here whole and untouched.

Fourthly, that the business of the concluding of the treaty may by no means be put off, but, in order that such unfortunate mischances may be avoided, an everlasting peace may be established between both the nations.

All which we desire of all our hearts the great and bountiful God, the author of peace, will be pleased to grant us.

117. *May 25,* 1652.—*PROCEEDINGS IN PARLIAMENT*
June 4

[C.J. vii. 135.]¹

Sir Henry Vane, junior, reports, from the Council of State, the extract of a letter written out of Holland, which was this day read.

He also reports that the Council finds it neces-

¹ Deo Optimo Maximo.

sary (upon consideration of the present state of affairs) that forty sail of ships more than are already in the service of the Commonwealth should be taken on, and have already given orders to that purpose. That the Parliament be humbly moved to take it into consideration where money may be had for paying of the said ships so ordered to be taken on to the public service.

Resolved, that the House doth approve of what the Council of State hath done herein.

He also reports on the presenting an opinion by the Council upon the matter of fact, in pursuance of the order of Parliament. They humbly offer that, by the audience given to the Dutch Ambassadors and the papers therein delivered, it doth appear what is said and desired by them on the behalf of that State, to which the Council thought fit to give no answer, but to submit to the wisdom of Parliament. And in the mean time the Council have thought fit, according to their duty, to send instructions to General Blake, for the safety and security of this Commonwealth at this juncture of affairs.

Resolved by the Parliament, that the papers now reported be sent back to the Council of State, to make use of as need shall require, and after to be returned and to remain here upon record.

Resolved, that it be referred to the Council of State, and that they be enjoined and empowered vigorously, to reinforce the fleet and to prepare any other forces that they shall see cause, and to employ the same in such sort as they shall think fit for the honour and safety of this Commonwealth.

Resolved, that it be referred to the Council of State, and that they be likewise empowered, if they shall think fit, to embark any ship or ships for such time, and in such manner, as they shall see cause.

118. *May 25*
June 4 1652.—ORDERS OF THE COUNCIL OF
STATE

[R.O., Interr. I, 67, pp. 134, 137.]

That it be referred to the Committee of the Admiralty to consider what ship may be appointed to go convoy to the ship Hopewell of London, now at Hull and laden with provisions for the use of the army in Scotland, and Lt.-General Fleetwood is added to the Committee of the Admiralty for this business.

That it be referred to the Committee of Examinations to examine Mr. Leutnor, lately come out of Holland, and also Captain William Kendall, concerning what they have heard spoken by any Dutchmen as to their intentions of fighting with the English fleet or breaking with this nation, as also any other persons who they shall understand can give in any information of this nature.

119. *May 25*
June 4 1652.—LIEUTENANT-ADMIRAL TROMP
TO THE STATES-GENERAL

[B.M. Add. MSS. 17677, U, fol. 152. Translated.]

High and Mighty Lords,—My last was dated May $\frac{20}{30}$, and sent off express by Captain Cornelis Evertsen, as I am sending this by Captain Pieter Allertsz., of Hoorn. In my last I informed your H.M. of my doings up to that time. Since then, with the fleet and the swiftest sailers of the other ships, we have been on the look-out for the seven rich merchant ships from the Straits mentioned in my last. On $\frac{\text{May } 21}{\text{June } 1}$ Captain Swart brought in one of them, De Drye Coningen, 350 tons, commanded by Captain Arien Bras, of Hoorn, and he had sighted the other six above the Goodwins, and they were

afterwards spoken by our fleet off Dunkirk. We do not doubt that they have come off safely.

On $\frac{\text{May } 23}{\text{June } 2}$ Vice-Admiral Jan Evertsen joined us with ten more ships, with which we anchored off Calais with the ebb-tide. There came on board us there the agent de Glarges, with a number of the noblemen, who offered us all kinds of help and assistance, if we stood in need of anything, on behalf of the Governor, the Comte de Charost. They informed us also that the packet from Dover had brought news that the English Parliament ships had come into the Downs much disabled, having with them Captain Tuynemans' ship from Middelburg, which we had lost ; we thereupon resolved to send a dispatch to the Admiral of the Parliamentary fleet, or his lieutenant commanding in his absence, requesting the restoration of the aforesaid ship in the state in which she was taken, which was sent off on the morning of the $\frac{24^{\text{th}}}{3^{\text{rd}}}$ by Captains Allert Janszoon and Isaac de Jongh, together with copies to their Excellencies the Ambassadors of your H.M. in London, similar to that enclosed herewith, and also a copy of the declaration signed by the 40 captains present at the encounter alluded to, to the end that both your H.M. and the Ambassadors might be truthfully informed of our proceedings.

On the $\frac{24^{\text{th}}}{3^{\text{rd}}}$ instant I dispatched Captain Willem Ham, of Hoorn, whose leg was shot off, with Captain Van der Zaanen, to Texel, to convoy the aforesaid Channel vessels into safety, and Captain Sipke Fockes' mastless ship, with all the wounded men belonging to the Texel, who could not be properly tended at sea ; together with lists of supplies and men wanted, sent by each captain to his own people, the which they declare to be necessary for navigation and to enable them to do good service as

occasion shall require. The greater number especially need anchors, which, in proportion to the size of the ships, should be 3, 4, 5, or 6 hundred-weight heavier than those they have, and the cables also 3 or 4 inches thicker, otherwise in stormy weather they will be rent to pieces, and drive on a lee-shore, which (with God's help) there is little occasion for us to do with the ordinary ships of war (if better equipped). I made this representation to your H.M. before my departure, submitting whether it would not be best to use the ordinary ships of war in the fleet, and to employ the hired vessels as convoy, for which they were best suited, and this could still be done by changing them.

I further beg your H.M. kindly to write to the respective Boards of Admiralty, that the necessaries and people certified to be wanting may be sent with all speed, and also a pennant for each ship, none having been provided ; so that we may know from what squadron they come, whether admirals, vice-admirals, or rear-admirals, for the greater number have no such pennant on board.

We have now determined to leave Vice-Admiral Johan Evertsen with a strong squadron before the Wielings, in order that the Zeeland ships may take on board the necessaries they require from their own province ; while I shall sail on to the mouth of the Maas, to land my wounded and to receive the necessaries we have written for. Meantime we shall keep fast-sailing ships cruising at sea to maintain the reputation of our country on any occasion that may arise, which is all in accordance with my instructions of the $\frac{6}{16}$ th of last month, drawn up and sent to me by your H.M.

For the rest we shall not fail whenever occasion may offer to act as a faithful servant, and we may be relied on to do all that is necessary for the reputation

of our country, the security of the coast, and the protection of our good countrymen, &c., &c.

Your H.M.'s humble servant,

(Signed) M. HARPTS. TROMP.

On board the ship Brederode, June 4, 1652.

120. ^{May 23}_{June 2} with Postscript of ^{May 26}_{June 5}, 1652.—*THE DUTCH AMBASSADORS TO LIEUTENANT-ADMIRAL TROMP*

[Add. MSS. 17677, U, fol. 149. Translated.]

Noble and Honoured Sir,—We received your Honour's dispatch of the $\frac{20}{30}$ th May, with its enclosures of the same date, yesterday at mid-day (being ^{May 22}_{June 1}), and it furnishes us with fuller information as to what took place between your Honour and the English Admiral Blake, on May $\frac{19}{29}$ th. Before that we had only heard the reports current here on the $\frac{20}{30}$ th of that month, based on a letter from the Governor of Dover, which was confirmed the same day by a dispatch sent express by the said Admiral Blake to the Parliament,¹ relating how that on the $\frac{19}{29}$ th aforesaid, whilst cruising near the Downs with a few ships, he had been chased and overtaken by the fleet under your Honour's command, and when within range, in accordance with the old regulations, he had ordered three admonitory shots to be fired at your Honour's ship to make you strike as usual, whereupon, he says, your Honour and two other ships coming within musket-range, fired three broadsides into him, and then by keeping a close luff got to windward of him, and with the rest of your ships surrounded the said Admiral and fired with disastrous effect on the ship under his command, about 70

¹ No. 101.

balls striking the ship itself, and 300 passing through the sails and rigging.¹ And being thereby forced to defend himself, he had engaged with your Honour's fleet, and his men had acquitted themselves so well in the fight that ensued that one of your Honour's frigates had been sunk, and another, mounting thirty guns, taken. And then, night coming on, and the two fleets being separated from one another by the darkness, Admiral Blake immediately gave orders to repair his disabled ship with all possible speed, intending, with the aid of several other ships (which are said to have joined him after the fight), to pursue your Honour's fleet without delay, and avenge this untimely injury which the said Admiral Blake, and consequently the whole Government here, considers has been inflicted on them; which has given rise not only to a general dissatisfaction and uneasiness in the minds of the aforesaid Government, but has also created the strong prejudice now very apparent against us and against all dealings hitherto had with us.

This, as far as we have been able to ascertain, is the account, based on many and various reports, that has hitherto been most generally accepted by the principal and most considerable persons here, and it differs in many points from the account sent us by your Honour in your dispatch above mentioned; and chiefly in the matter of the first hostile attack, which your Honour writes was made by the English, whilst the English maintain it was made by your Honour. However it may be, it appears to us a most unexpected and unfortunate occurrence, especially in the present conjuncture of affairs, just when, in accordance with the reiterated commands

¹ Much has been added here to Blake's short account, and must have been derived from other sources, as appears from the beginning of the next paragraph.

and earnest wishes of their High Mightinesses, we have so far arranged matters with the Government here, that we were confident (with God's help) of bringing our negotiations before long to a satisfactory conclusion.

Meanwhile we cannot conceal from your Honour that we can clearly see preparations and arrangements are being made as though an open rupture had taken place, and as though with the foreknowledge and by the orders of their High Mightinesses, which, indeed, they do not hesitate to assert openly and publicly; and the ship of war under Captain Jaep van Boer has been deprived of her sails, and all other Dutch merchantmen arrested.

Earnestly begging, therefore, that your Honour, in accordance with the instructions alluded to in your Honour's said dispatch, will as far as possible avoid all further disputes and causes of reproach, and meanwhile will forward us with all speed an exact account of the whole matter, especially as relates to the said first attack, with your reasons for acting, and all details, reports, proofs, and evidences relating thereto, which you can possibly collect in the time, for our use in this unexpected affair, and in order that we may, if possible, have better means of allaying the strong feeling at present entertained, and of convincing those who are prejudiced against us.

(Signed) J. CATS. G. SCHAEF. P. VAN DE PERRE.

P.S.—Up till mid-day of to-day, Wednesday, ^{May 26}_{June 5}, we have heard nothing further concerning the proposals made, a copy of which is enclosed herewith, although we have sent a messenger to Whitehall. We hear that General Cromwell returned at noon from his visit to the fleet in the Downs. We are informed that there has been a hot and

sharp debate in Parliament on the late occurrence, which is ¹ regarded here as a settled design and undertaking against our State, and they appear to be determined on a formal revenge thereupon. The watch of horse and foot is also continued as yet before and behind our house.

Chelsea, the ^{23rd May}_{2nd June}, 1652.

121. ^{May 27}_{June 6} 1652.—*ORDERS OF THE COUNCIL OF STATE*

[R.O., Interr. I, 67, pp. 149–154.]

That a letter be written to the Commissioners of the Navy, to take up two fit ships for the service of the navy as fire-ships, and give orders for the speedy making of them ready, and a letter to the officers of the Ordnance to provide the materials.

That the consideration of the disposing of the fleet of this Commonwealth to service for this summer be taken up to-morrow in the afternoon, and such of the Council as are here are desired to take notice hereof, and the rest are to be sent unto, to be at the Council at that time.

That a letter be written to General Blake, to let him know the Council have given direction to the Committee of the Admiralty to send for Captain Thorowgood and Captain Gibbs up hither, to desire him to send up to the said Committee such informations as he hath against them concerning their miscarriage upon the engagement between the two fleets, and that he will take care

¹ The Dutch transcript gives 'dewelcke hier niet als een geformeert dessein en opgenomene exercitie tegens onsen staet geacht wordt, en een formele revenge daerover schijnen voor te hebben.' The insertion of 'niet' (not) is obviously a mistake, and the word is therefore omitted in the translation.

to supply their places in their absence, till he shall receive further order from the Council.

That it be referred to the Committee of the Admiralty to send for Captain Thorowgood and Captain Gibbs, and examine them concerning their miscarriage upon the engagement between the two fleets in the Downs, and to report to the Council the state of the business.

That it be referred to the Committee of the Ordnance to take into consideration what hath been represented to the Council concerning the badness of the new iron guns, and to examine the parties by whom they were made concerning their defects, and report to the Council such answer as they shall give concerning the same.

That a letter be written to the Mayor and Jurats of Dover, to take notice of their good affections, and also of the seamen of that place, expressed upon the occasion of the late engagement between the two fleets.¹

That it be referred to the Committee of the Admiralty to consider of the good service done by the seamen belonging to the Port of Dover, and to give them such reward for the same out of the tenths of prizes as the Act of Parliament alloweth in such cases.

That a letter be written to the Mayor of Sandwich, to give him thanks for his readiness to promote the public service, upon the occasion of the engagement between the two fleets.

That a letter be written to the ships Providence, Hart frigate, and Weymouth pink, to remain upon the northern shore for the guard thereof.

That Mr. Bond be desired to acquaint the Parliament with the good affections of the Mayor and Jurats of Dover, manifested in giving their

¹ See *ante*, p. 9.

assistance to the fleet of this Commonwealth ; as also of the seamen of that place by their voluntary and cheerful going aboard the fleet before the engagement between the two fleets in the Downs, and their faithful service there ; as also to acquaint the Parliament with the great loss of houses in that place, which hath been occasioned through the defect of their pier, towards the repair of which the Parliament were formerly pleased to order them 4,000*l.*, of which they have not as yet received any part. That they are in great danger of sustaining yet a further loss, for want of money, or some part thereof, for the repair of their pier ; that the Parliament, therefore, be humbly moved to take into consideration when 1,000*l.* of the 4,000*l.* formerly ordered for that use may be speedily had for the prevention of further prejudice, which is likely to befall very many houses in that town.

That the provision of victuals for 500 men for 5 months, now lying at Dover, be forthwith put aboard the fleet.

That 500 men's victuals fresh for 5 months be sent to the fleet in the Downs, to be spent whilst they are there, for the sparing of their salt victuals.

That it be referred to the Committee of the Admiralty, to consider of what hath been informed to the Council of the defect of the victualling at Harwich, both in point of time and also the quality of the provisions ; the Council being informed that the ship *Reformation*, and two others which were sent thither, to take in a proportion of victuals, stayed there many days, for that the victuals were not ready ; and also that the beer and victuals are generally bad.

That it be referred to the Committee of the Ordnance to consider of the sending of 500 barrels of powder down to Deal Castle, to lie there as a

store for the fleet, and also of a fitting quantity for the service of that Castle.

That a letter be written to the Committee of the Navy to desire them to pay off the ships Fairfax, Centurion, Entrance, Adventure, and Star, 16 months' pay for the supply of their present necessities; there being 22 months' pay in all due unto them.

122. *May 27*
June 6, 1652.—*THE DUTCH AMBASSADORS TO*
THE COUNCIL OF STATE

[The Answer of the Parliament of England, &c. p. 35. Printed. B.M. Press Mark E, 668, 1.]

As on Monday last the Ambassadors of the States of the United Provinces of the Netherlands have said before the Most Illustrious Council, upon their honour and faith, and have averred by the witness of God, that the unlooked-for and untimely sea fight of the two fleets happened without the knowledge and the will of the said Lords States, and withal treat[ed] with the Council about it with all uprightness, delivering them a copy of Tromp's letters,¹ whereby it might the better appear to this Commonwealth that the said Lords States had commanded the said Tromp nothing else than to [cruise]² about the coasts and havens of their dominions, to shun all suspicions and dissensions: Even so now again the same Lords Ambassadors assure the Most Illustrious Council that by the ordinary messenger who arrived yesterday, they have received all the consultations handled by the said Lords States General from the $\frac{1}{2}\frac{2}{2}$ until the $\frac{1}{2}\frac{9}{9}$ day of the last month, on which the said fight happened, whereby

¹ Printed 'Tromp's letters himself.'

² Printed 'to ship about.'

it appears yet more clear, and the said Lords Commissioners¹ are more assured that their superiors gave at all no occasion, no cause, nor counsel; but rather they did breath (as it were) and further with the same mind, care, and zeal, a more strict friendship and mutual alliance betwixt these two nations, as it doth appear more clear than the sun at noon by their said Lordships' sentence, on the occasion of an answer to be sent to the Protestant Swissers, made on the ^{13th}/_{23rd} of the said month, a copy whereof they now also present and offer to the said Most Illustrious Council.

Therefore the said Lords Ambassadors entreat again this most ample Council that, yielding due faith to so many protestations and to so many testimonies, they would now, upon their demands with the Parliament, (as is understood) communicated two days since, at² the soonest give them such an answer as to the said Council, according to their wisdom and justice, may seem good and necessary to prevent greater harm and already imminent dangers. And that to these evils a more ready remedy may be applied, the same Lords Ambassadors would not have this Senate ignorant that the Lord Nieuport, sent by the Lords States to deliver to the Lords Ambassadors their consultations, and signify to them besides their sincere and plain mind (since it now seems things did happen otherwise and against their hope and trust), [desires] to think upon and prepare his return, that so the better he might let them know in what state and condition matters now are, and what remedy there may be applied. To which end the said Lords Ambassadors do entreat this Council to give freedom and leave to the said Lord Nieuport, that he may choose some one of the Lords States-General's ships, now either

¹ *I.e.* Ambassadors.

² Printed 'they would at.'

in the Thames, or in other parts¹ of this Commonwealth abiding, for his transportation, or by any other means may return home. Given at Chelsea, 6 June, 1652, *stilo novo*.

J. CATS. G. SCHAEF. P. VAN DE PERRE.

123. *May 28*
June 7 1652.—ORDERS OF THE COUNCIL OF
STATE

[R.O., Interr. I, 67, pp. 156, 159.]

That thanks be returned to the Deputy of Deal, and the rest there, in the letter to Sandwich, for their readiness to promote the service of the public upon the engagement between the two fleets in the Downs.

That it be signified to Commissary-General Whaley that the instruction of Council in appointing a guard at the house of the Extraordinary Ambassador of the United Provinces, being only for the safety of their persons against injury and violence, that he manage the said guard in such manner that it may appear to be honourable, and no restraint at all upon them or any of their retinue, but that it be at their liberty, and the liberty of their attendants and servants and others amongst them, to go and come as their occasion shall require, and leaving it wholly to them, when they go abroad, whether they will have any guard to attend them.

124. *May 29*
June 8 1652.—ORDERS OF THE COUNCIL OF
STATE

[R.O., Interr. I, 67, pp. 462-465.]

That the victuallers of the navy be sent unto, to attend the Committee of the Admiralty on Monday morning next.

¹ ? Ports.

That Mr. Corbett do confer with the Lord Mayor concerning what ammunition of all sorts they have in the stores of the city, as also of what proportion of powder they find in the several companies' stores, and he is desired to give an account to the Committee, which is to sit this afternoon or Monday next, when the Council sits, according as he shall see cause.

That the term of the embargo now read be approved, the 14 days being made 21 days, and so is to be written out and sent to the several ports.

That direction be given to Lieutenant-Colonel Salmon to take care that the Holland man-of-war, secured at Hull, have the sails and guns taken off her, and that the ship's company be left to live upon the ship's victualling. The like to Falmouth for a ship stayed there.

That a letter be written to the Committee of the Navy to pay such bills as shall be sent unto them from the Commissioners of the Navy for the charge of the small boats sent out to give notice to the merchants' ships coming home.

That a letter be written to the Commissioners of the Navy, to acquaint them with what shallops the Council have appointed to ply up and down off the western ports; to let them know that if those which they appointed to set forth to ply up and down off Plymouth are sufficient for that service, that then they pay off the rest.

That a letter be written to General Blake, to enclose unto him the letters from the Mayor of Weymouth, giving notice of the coming by of 60 sail of Dutch ships toward the Downs, to desire him to make stay of them, or any other ships belonging to the Dutch, and send them into port, or secure them otherwise as he shall think fit, without embezzlement or taking anything from them, pro-

vide it be not to divert from prosecuting his former instructions.

That it be referred to the Committee of the Admiralty to consider how the charge of keeping of the Dutch prisoners at Dover may be satisfied, and report their opinions to the Council concerning the same.

That the consideration of taking off the suspension laid upon letters of marque granted against the French be taken up on Wednesday next in the afternoon.

That Doctor Stephens be sent unto to come to the Committee for Foreign Affairs on Monday morning next, and that he be desired to bring along with him a list of such ships as he conceive fit to be made men-of-war, and therein to particularise the tonnage and number of guns which those ships do carry.

That a letter be written to Captain Moulton, to take notice to him of the receipt of his letter ; to let him know the ships *Convert* and *Dove* are to be supplied with their ammunition, out of the stores there, which the owners are to repay here into the Tower ; to let him know that such ships as he takes up there are to be accounted as part of the thirty merchants ships which are now to be taken up ; to desire him, therefore, from time to time, to acquaint the Committee of the Navy with what he doth therein, and receive their directions concerning them.

That the letters of Captain Moulton, dated at Portsmouth the 26th May, be sent to the Commissioners of the Navy for their more full information of what Captain Moulton is doing there, in order to the taking up of ships for the public service, which are to be accounted as part of the thirty ships ordered to be pressed into the State's service.

125. ^{May 29}_{June 8} 1652.—*THE COUNCIL OF STATE TO ADMIRALS, VICE-ADMIRALS, ETC.*

[R.O., Interr. I, 67, p. 169.]

Whereas this Council, upon due and deliberate consideration, have found it meet, for just and weighty reasons and affairs of State necessarily concerning this Commonwealth, to lay a general embargo upon, and make a stay of all merchants ships and other ships and vessels whatsoever, whether they be of this or any foreign nation whatsoever (except as hereafter is excepted), for the space of 21 days next ensuing: These are therefore to authorise, will, and require you and every of you to cause the said embargo to be duly executed, and not to permit or suffer any ship or vessel whatsoever, either English or foreigner, without a special and particular licence from the Parliament, or this Council, to sail away, or depart out of the river of Thames, or any other place within your powers or commands, respectively, for the said space of 21 days next ensuing, saving and excepting only Newcastle colliers, or coal ships, bound to Newcastle to fetch coals, for the provision of the City of London and other parts of this Commonwealth, and also such other ships or vessels as are bound forth by the order of this State, laden with provisions or victuals, for Scotland or Ireland, all which ships or vessels, bound for coals, or laden with such provisions for Scotland and Ireland, you are to let pass freely, but no other whatsoever, during the said 21 days, without such special licence from the Parliament or this Council, hereof, &c.

Given, &c., 29 May, 1652.

To all Admirals, Vice-Admirals, captains, and officers of ships, Governors and Commanders of

castles and forts, mayors, bailiffs, controllers, sergeants of the Admiralty, water-bailiffs, and all other officers, ministers, and all others to whom this shall or may appertain.

126. *May 29,*
June 8, 1652.—GENERAL BLAKE TO ROBERT COYTMOR

[S.P. Dom. xxiv. 23. Autograph signature.]

Mr. Coytmor,—I wrote unto the Council this morning, and signified to them that I had enclosed a petition from the officers and company of the Worcester frigate, for vindication of their captain and themselves, in regard some aspersions have been given against them in reference to the late engagement ; I have therefore dispatched this away unto you, that you would upon receipt deliver the same to Mr. Thurloe, it being an omission, much business occasioning the same. You shall hear from me more at large very speedily ; I have no more, but to put you in mind of the fire-ships, that they may be hasted away, remaining

Your assured friend to serve you,

ROB. BLAKE.

Downs, 29 May, 1652.

127. *May 29,*
June 8, 1652.—PETITION OF THE SHIP'S COMPANY OF THE WORCESTER FRIGATE

[S.P. Dom. xxiv. 23, I.]

To the Right Honourable Colonel Robert Blake,
General and Admiral for the defence of the
Commonwealth of England, the humble petition of the ship's company belonging to the Worcester frigate,

Humbly sheweth,—That whereas our captain, Charles Thorowgood, having lately undergone the

false aspersion of some envious tongues, to the irreparable and great disparagement both of himself, the rest of the officers, and private seamen under his command, by which sad consequence there may arise many commotions and unexpected quarrels, to the great disquieting of your Honour's fleet, and their desired peace, if not in time prevented :

Your petitioners' humble request is that, in consideration of the premises, your Honour would be pleased to call a Council of War, that your petitioners' repute and former credit may be the better vindicated from the distraction of unworthy and malicious men. And your petitioners, as in duty bound, shall ever pray.

EDMUND BUTTON, Lieutenant.

NICOLAS GATONBE, Master.

JOHN BURDICK, Master's mate.

ZACHEUS EWELL, Master's mate.

PHILLIP LATLEY, Boatswain.

THOMAS LEVERINGTON, Gunner.

The mark of WILLIAM PLISTED,
Carpenter.

PETER COACH, Gunner's mate.

And 41 others.

128. *May 29*
June 8, 1652.—*REAR-ADMIRAL BOURNE'S*
*RELATION*¹

[Tanner MSS. liii. fol. 41. Contemporary copy.]

Upon the 18th May, the wind being at N.E., the weather something hazy, about 10 in the morning we saw a great fleet on the back side of the

¹ An earlier letter from Bourne 'to an eminent merchant in London,' and dated 'Aboard the Andrew, in the Downs, May 21, 1652, in the afternoon,' was published on June 1 under the title of 'The Copy of a Letter from the Rear-Admiral of the English Fleet,' &c. (B.M. Press Mark E, 665, 19). It runs so much on

Goodwin Sand, which lay with their sails hauled up, and drove to the southward, the later tide of ebb in hand. About 12 they were so nigh that we plainly descried them to be all men-of-war, consisting of 41 in numbers, one whereof had a flag at the main-mast-head, the rest jacks and ancients, Holland's colours; at which time they were near the South Sand-head. There was in the Downs: the Andrew, Triumph, Fairfax, Entrance, Centurion, Adventure, Assurance, Greyhound, and the Seven Brothers; all the rest of the fleet being with the General to the westward, by whose special command I wore a flag at the main topmast-head, the appearance of which I humbly conceive was one cause amongst others which moved their General to send 2 frigates towards me, which as soon as I perceived plying into the road, I sent out the Greyhound to examine them, and know the ground of their approach, who returned this answer to the captain, that they had a message from their Admiral to the Commander in the Downs, at which he made sail towards me. [I] permitted them to come in; the 2 frigates came near and saluted the flag, and then the captains came on board, whose names were, one Tyson, and the other Aldred, who brought this message from their Admiral, Van Tromp, that by reason of much northerly winds, he with his fleet was put to the southward further than he intended, and having anchored the day before off Dunkirk many of his ships had lost anchors and cables, and so were forced to leeward; but withal declared that they

the same lines as the official relation in the text that I have not thought it necessary to reprint it. Whenever any divergency of interest occurs it will be found in the notes. The two letters often agree verbally, and I should imagine that unless Bourne's memory was more accurate than that of ordinary men he must have had a copy before him when his Relation was committed to paper.

had special command from their Admiral to signify thus much, that it was the only cause of their coming, to prevent any thoughts or misapprehensions, for that he had not the least purpose to offer injury to any of the English nation, but for fear lest any noise or alarm should be given either at land or sea, he thought good to send this message. And further, the one of them in discourse said that their Admiral Tromp would have come himself into the road, but that he was not willing to breed any difference about his flag, forasmuch as he had not order to take it down. To whom I replied that I presumed there would be no new thing required of them, and neither more nor less would be expected from them but what they knew to be the ancient right of this nation.¹ And withal I desired them to return this answer from me to their General, that their message was civil, that our General was to the westward, whom I looked for hourly; and that received, and if what they delivered was so intended, I desired the reality thereof might be manifested by their speedy drawing off from this place with their fleet, for else this their appearance would be otherwise expounded. And so I dismissed them, who made sail to their Admiral, who lay off the South Sand-head; I expected them to come into the road every moment, and therefore was in readiness with the

¹ In his earlier letter Bourne gives his answer as follows:—
'That we should expect nothing more nor less but what they know to be the ancient rights of this nation, and that would be expected not only here but elsewhere on these seas wherever we met her. And whatever our strength was in outward observation we had a strong God on our side who would judge between the nations, and whether they intended war or peace it did not signify much to me, but wished the hand of God might be on that man who should be the first cause or ground of the breach between us. For our parts they might see sensibly that we had no such intentions unless forced thereunto.'

small strength I had under my charge. So soon as the two frigates before mentioned came back to their General they all made sail and stood toward Dover, and there they came to an anchor that tide.¹ At the first appearance of them after I had made them certainly to be the Holland fleet, I did, according to my duty, give such an account thereof to the Right Honourable the Council of State as the time and other business would admit; and with all I immediately dispatched a ketch to our General, who met with the advice thereof that night about the Ness. All the next night we lay in readiness, our anchor a-peak,² and kept 2 frigates, one at a distance from the other, betwixt us and them, giving them instructions to make a signal to me either night or day that I might understand their motion, whether towards the General or elsewhere, to the end I might the better be able to order myself, and the party with me, to the best advantage for security of the General's fleet and ourselves. In the morning about 10 o'clock I received advice from the General, being a little to the westward of Folkestone, and, according to order received from him, calculated the time and tide so that we might most opportunely make conjunction of our forces. About 12 o'clock³ I set sail out of the Downs, the wind being easterly. Immediately after I perceived the Hollanders to be under sail, some of them, and the rest making ready we steered along, and when we came as high as the South Foreland the Holland's fleet was got off the shore and were half⁴ Channel over plying to windward

¹ 'The whole fleet anchored off the South Foreland in the fair way.'

² That is to say, with the cable hove in short.

³ 'About noon the next day,' in the earlier letter.

⁴ MS. $\frac{1}{2}$.

towards Calais, at which time I saw our General and those with him, and within an hour after or thereabouts the Holland's fleet bore up and made sail towards him.¹ We hastened towards him and, hope I may say, seasonably came in; for by that time the guns were fired betwixt the Admirals. We were with the body of their fleet and engaged with them from half² an hour past 4 in the afternoon till it was dark.³ What execution we did upon them they best know, I shall not determine it; but surely they were sensible of us, for they did their utmost to decline us, and avoid our coming near, which we endeavoured by all means; but their Admiral leading the van, they all made sail after him, and so shot themselves to leeward of us, and so left the rear of the fleet to us, which we endeavoured to sever from the rest, and accordingly did in part break the body; and some of us who were the nearest, and had the advantage of the wind,⁴ fell upon the sternmost, who, I suppose, found it hot work. The one of them of 30 guns we took, which

¹ 'All this while Tromp stands over and, as I suppose, was fitting his ships and consulting what to do, for by this time he saw our General; indeed, I thought surely he would have plied homewards to avoid striking, but very suddenly he bore up,' &c., in the earlier letter.

² MS. $\frac{1}{2}$.

³ 'Upon which Tromp fired his broadside or the greatest part at him, and withal put abroad a bloody flag under his other, upon which every of us addressed to the engagement, according to that God called us unto, their ships generally firing upon us first, and indeed the reason of that in part was because we would get nearer to them, and withal we took it as our advantage in point of innocency that they struck us first. About 4 in the afternoon we began,' &c. *Ibid.*

⁴ 'Tromp steered a way right afore it; the wind being easterly his fleet followed accordingly, we being on his right wing, some of us endeavouring to break his body, divided them into two or three parts, wherein they shuffled themselves into clusters, but by reason many of our ships and frigates sailed very heavy by reason they are foul we could not so fully attain our desire upon them.' *Ibid.*

fought stoutly ;¹ another of the same force so lamed, her main-mast shot down, and having much water in hold, yielded, and the captain thereof came into our boat to save himself, the night coming on, and no hope left him. I presume she sunk in the night. We, not knowing what might be the issue of this beginning, endeavoured to find out our General, to the end we might receive instructions how to order ourselves in the morning, expecting certainly to prosecute the business then, for which end we presently came to an anchor, because we would be near them in the morning ;² but they did not stop, so that in the morning we could scarce discern them at topmast-head, by which we concluded that they were bound over to the coast of France, and were not willing to try it further at this time ; and therefore that evening plied it up toward Folkestone, and between that and Dover anchored again, and the next day³ came into the Downs,⁴ expecting a positive

¹ 'As for that ship that was taken, she is with us, and her men, that are about 90 or 100, are divided among our ships. The captain of her,' *i.e.* Tuynemans, 'is a Flushingier who was aboard of me at Calais when I was abroad with a squadron about three weeks ago, and he cries out against Tromp and the rest for their cowardly carriage in leaving them to our mercy, having so great a fleet with him, we being but half his number, and withal avows he had no knowledge of any intention to fight with us' in the earlier letter.

² 'The General had six men killed besides divers wounded, some others lost four, some two, and one, and some none killed, but few hurt. Our rigging masts and sails shot, most of us, and many shot in our hulls, notwithstanding we have lost so few men.'

³ 'The 20, being yesterday, we saw them in the morning as far as we could descry them, plying over, as I suppose, for Dieppe Roads, or the coast of France. That night it was resolved at a council of war to ply into Dover Road or the Downs, there to recruit some things we want, and also to receive a positive order from our State, in order to our proceedings.' *Ibid.*

⁴ The remainder of the letter is marked to be omitted, and it accordingly ends with the word 'Downs' in the printed copies.

order from our State in order to our proceedings. I shall say no more, but thus much God hath pleased to give some signal of His approbation to our work, and bore witness to our sincere and hearty desires of peace with them, but that they themselves have had war in their hearts whilst peace in their lips, which wickedness the Lord will judge. I thought good to give you this particular account of what hath passed, that so you may know the better how to address yourself with desires on our behalf, and that the world may be satisfied that whatever the issue may be of this beginning we are guiltless before the Lord and men. I may say it with all clearness, that more tenderness on our part could not be to prevent all occasion of war, so far as the honour and justice of our cause would admit. What hath passed is before the Lord, who is judge among nations, to whom we freely appeal and leave ourselves with Him. The work is great we have in hand, and though the instruments are weak and very unworthy, yet He is strong who is our King, and He will reign ; therefore let the earth tremble and the saints rejoice. I shall only give you a word further. Since our coming into the Downs Van Tromp sent in two frigates of his with a letter directed to our General wrote in French ; the matter contained very suitable to that nation, being more of compliment than truth. His work was to court our General so as to recover his ship we took from him, and makes a very lame excuse for the breach made by him, as if not intended or plotted before ; but I suppose such daubing and turning things upside down will prove and manifest itself to all men to be a covering too narrow. I add no more, but remain

Your very assured friend and servant
in the work of God,

N. BOURNE.

29th May, 1652.

129. *May 30,*
June 9, 1652.—ORDER OF THE COUNCIL OF
STATE

[R.O., Interr. I, 67, p. 171.]

That a letter be written to General Blake to let him know that the Council do still continue their desires of having Captain Thorowgood and Captain Gibbs sent up with such examinations and informations as concern them, and that before the receipt of his of the 29th inst. Captain Young was appointed captain of the Worcester, and Captain Graves to command the President, which Young commanded before, and to desire him to give frequent intelligence of the state of the fleet and of the motion of the enemy,¹ and to acquaint him that the note mentioned to be enclosed in his letter came not.

130. *May 30,*
June 9, 1652.—GENERAL BLAKE TO LIEU-
TENANT-ADMIRAL TROMP

[Brief van den Admiraal Tromp, &c., 1652. Printed.
Retranslated from the Dutch translation.]

Sir,—It is not without great astonishment that I have read yours of the *23rd May*,² sent to me by your messengers, wherein, though representing yourself as a person of honour, you introduce many gross misstatements; and this, just after having fought with the fleet of the Parliament of the English Republic, instead of employing the customary forms of respect, which the occasion demanded, and which you your-

¹ It is to be noted that the Council already speaks of the Dutch as 'the enemy,' though there had been no formal declaration of war, and the Dutch Ambassadors were still in England.

² No. III.

self have hitherto employed, and having thought fit to commit an act of hostility (which you yourself style a falling-out with the Republic) without receiving the slightest provocation from her servants, who are thus assailed by you at a time when your Government and their Ambassadors were engaged in negotiations with Parliament, and in need of the friendship of the Republic of England. But God (in whom we trust) having frustrated your purposes, to your own destruction, and seeing that we have taken some of your ships, you have thought well to demand the same of us again, as though your former proceeding had been nothing but a salute (as you assert), and failing this to follow up your former insults by your present letter; to which the only meet answer that I can return is that I presume Parliament will keenly resent this great insult and the spilling of the blood of their unoffending subjects, and that you will moreover find, in the undersigned, one ever ready to carry out their commands.

Your humble servant,

ROB. BLAKE.

In the Downs, ^{May 30}_{June 9}, 1652.

131. ^{May 31}_{June 10}, 1652.—*ORDERS OF THE COUNCIL OF STATE*

[R.O., Interr. I, 67, pp. 172-175.]

That it be signified to the officers at Gravesend, that the Council did not intend by the general embargo lately sent by them that fishermen, North Sea men, mackerel men, trawlers and others, or any coasters or vessels which bring provisions to London, should be stayed from pursuing their occasions, [but] should be left to their liberty as if no embargo had been ordered.

That the like orders be sent to other places, from whence any scruples of this nature shall come.

That a letter be written to General Blake, to enclose to him the copy of the letter from the Commissioners of the Customs, and desire him to take order that the said ship may be secured if it may not be prejudicial to the business he is now upon.

That the officers of the Dutch frigate, who came ashore at Hastings and are now stayed there, be kept there, and not permitted to return to their frigate until this day sevensnight, unless they shall receive further order from the Council concerning them.

That a warrant be issued to the Governor of Windsor Castle, to take notice to him that the Council is informed that there are in the garrison 200 barrels of powder besides the garrison stores, to order him, therefore, to deliver 150 barrels of them to the officers of the ordnance.

That it be referred to the Committee of the Ordnance, to consider of what means may be used for the making of a greater proportion of powder weekly, and to report their opinion to the Council.

That a letter be written to the Committee of the Navy, to contract for the proportion of shot now wanting, a list whereof is given in from the office of the ordnance, and also to desire them, in regard it is a time of action, that they would provide, and have in readiness, 500 lb. to be sent to the fleet, for the exigencies thereof, over and above what is already sent.

132. *June ?*¹ 1652.—ACCOUNT OF THE DUTCH
ARMAMENT[*Hollandsche Mercurius*, 1652, pp. 32–34.²]

The States of the United Provinces, receiving constant tidings from their ambassadors in London of the growing unfriendliness and captious spirit of the English Parliament, and seeing clearly that commerce would thereby be inevitably crippled, resolved that Lieutenant-Admiral Tromp should convoy the merchant ships through the Channel ; but this had hardly been arranged before the English made their displeasure evident ; still the Dutch were not deterred from their purpose, but sent to sea a splendid fleet, which assembled off Scheveningen, the place of rendezvous—equipped and manned as shown in the following list :—

	Guns.	Men.
Lieutenant-Admiral Tromp . . .	54	270
Cornelis Engelen Silvergieter . . .	22	94

¹ Though this account is inserted under the heading ‘ May,’ this is obviously incorrect, as Sipke Fockes’ ship, which was only recovered by Tromp in a dismasted condition, was sent home by him on ^{May 24}_{June 3} (see No. 119), and some days must be allowed for getting a ship in such a state back to the Texel, and for an account of a fleet in which this ship is described as lying in the Texel to have been drawn up and printed. Moreover, the list includes a ship of Symon Corneliszoon, said to have been sunk under fire, which must have been in some engagement later than the affair off Dover, as well as De With’s squadron, which did not join Tromp till July ⁵₁₅, though the ships were collected. The list may therefore be taken as representing the whole number of ships both ready for sea and fitting out in harbour. The absence of any account of the number of guns or men favours this interpretation. De With’s ships cannot have been brought into the Texel till some day in June.

² The names of the captains have been corrected from a later list of the captains of the ships under Tromp in the northern voyage in the *Archives of the Hague*, and occasionally from other sources.

	Guns.	Men.
Jan Jacobsz. van Nes . . .	30	131
Leendert Haecxwant . . .	22	90
Dirck Juynbol . . .	30	131
Hendrick de Munnich . . .	30	95

Ships hired by the Admiralty to be deducted from the Hundred.¹

Corstiaen Elbersz. . . .	26	105
Quieryn van den Kerckhoff . .	26	110
Corstiaen Corstiaensen. . . .	38	110

Directors' Ships from Rotterdam.

Captain Ruth Jacobsz. Buys . .	26	105
Jan de Liefde	36	125
Jan Cleydyck	30	120
Isack de Jongh	29	110
Adriaen de Zeeuw, had been engaged, lying in the Meuse.		

Symon Cornelisz. sunk under fire.

Admiralty Ships from Amsterdam.

Commodore Gideon de Wildt . .	42	160
Abraham van der Hulst . . .	26	100
Gerbrant Schatter	26	95
Jacob Paulussen. Cort . . .	28	95
Govert Reael	36	140
Joris Colery, to be deducted from the hundred.		
Joris van der Zaanen	38	130
Commodore Niclaes Marvelt . .	36	120
Barent Pietersz. Dorvelt . . .	34	125
Cornelis Tola	20	185
Jan ter Stege, to be deducted from the hundred		
	26	100

¹ *In vermindering van de hondert, i.e. to be deducted from the hundred ships required by the States-General from the Boards of Admiralty as having been already delivered.*

Directors' Ships from Amsterdam.

	Guns.	Men.
Captain Jan Deyckers	38	100
Dirck Pater	28	105
Matheus Cornelisz.	34	120
Jacob Swart	28	110
Abraham van Campen	28	100
Cornelis Jansz. Poort	34	125
Cornelis Jansz. Brouwer	28	105
Maerten de Graeff	28	110
Gerrit van Lummen	36	125
Cornelis. Naeuoogh	36	135
Nicolaes de With	34	115
Gerrit Schuyt	28	105
Bastiaen Bardoel	28	110
Cornelis van Houten	30	110
Hector Bardesius	34	120
Stoffel Juriaensz.	28	105
Claes. Bastiensz. Jaersvelt	34	120
Jacob Syverszv Spanseyins	34	121
Hendrick de Raedt	30	130
Sipke Fockes, dismasted in the Texel.		
Bruyn van Heelft	38	125
Lambert Pietersz., who left us as having sprung a leak	34	130
Fredrick de Coninck	35	135
Fredrick Bogaert	30	115

Directors' Ships from Hoorn.

Captain Jacob Pietersz. Houck	30	110
Pieter Adriensz. van Blocker	28	105

Directors' Ships from Enkhuisen.

Captain Gijsbert Malcontent	28	110
Jacob Klaesz. Duym	28	108

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Directors' Ship from Medenblick.

	Guns.	Men.
Captain Jan Pietersz. Renaren .	30	110

Directors' Ship from Edam.

Captain Jan Friedrichsz. Houcbout .	30	110
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Directors' Ship from Monickendam.

Captain Jacob Claesz. Boet . . .	32	115
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Admiralty Ships from Zeeland.

Vice-Admiral Jan Evertsz.	38	160
Commodore Cornelis Evertsz.	30	120
Gillis Jansz.	28	100
Claes Jansz. Sanger	26	110
Adriaen Kempen	30	120
Adriaen Bancker	26	100
Adriaen Jansz. den Oven	14	56

Admiralty Ships, in part to be deducted from the Hundred.

Captain Lambert Bartelsz.	18	100
Joannes Michiels.	20	100
Daniel Cornelisz. Brackman.		
Dingman Cats.		

Directors' Ships from Middelburg.

Captain Jas la Sage	30	105
Jacob Pensen	30	110
Joannes van Regemorter.	30	105
Bastiaen Tuynemans, taken.		

Directors' Ships from Flushing.

	Guns.	Men.
Jan Thyssen ¹	32	110
Captain Cornelis Evertsz.	26	110
Allert Jansz.	28	110

Directors' Ship from Zierikzee.

Captain Cornelis Rocusenz. Teincen	34	110
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Directors' Ship from the Veere.

Captain Jan Oliviersz.	38	125
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Admiralty Ships from the North-Quarter.

Rear-Admiral Pieter Florisz.	32	120
Pieter Aldertsz.	24	100
Cornelis Pietersz. Taenman	28	105
Arent Dircxsz.	24	95
Gerrit Femszen	30	110
Gerrit Nobel	24	95
Reynst Cornelisz.	24	85
Thys Tymersz. Peerboom	24	80
Gerrit Munth	—	—
Johan Warnaeztz., taken by the English.		
Willem Ham, left damaged. ²		
Pieter Schellinger	26	100

Directors' Ships from Friesland.

Captain Andries Douwes.	28	105
Ariaen Geritsz. Cleyntge.	28	100

¹ Assigned to Middelburg in the printed list, but to Flushing in another list in the Hague Archives, which is followed here, especially as it agrees with Tromp's statement in No. 102.

² His leg had been shot off. See Tromp's dispatch of ^{May 25} June 4, No. 119.

*Squadron of Vice-Admiral de With, from
Rotterdam.*

Vice-Admiral de With.
Jan de Haes.
Ernestus Adriaensz. de Bartery.

From Amsterdam.

Commander Auke Balck.
Jan Jansz. Baermans.
Albert de Graeff.
Gillis Mathijsz. Campen.
Barent Cramer.

From Zeeland.

Captain Pieter Gorcum.

From Medenblick.

Captain Teunis Vechtersz.

Fire-ships from Rotterdam.

Jan van der Plaet, the ship Wapen van Rotterdam.¹
Allert Adriaensz., the ship S^t Jacob.²
Willem Willemsz. Boutgee, the ship Coning David.³

From Zeeland.

Cornelis Tybe, the frigate Oostende.
Laurents Josias, the frigate Eenhorn.⁴
Gerrit Jacobsz. Boosse, the boat Vercken.⁵
Otto Berckman, the pinnace Liefde.⁶

¹ The arms of Rotterdam.

³ King David.

⁵ ? *Varken*, the Boar.

² Saint James.

⁴ The Unicorn.

⁶ The Love.

From Rotterdam.

An ammunition flûte,¹ permanent Skipper Koolbrant.

	Guns.	Men.
A galliot, skipper Jan Reyerszoon .	4	2

Two Galliots from Amsterdam.

Skipper Jan Theunisz., from Schelling	4	2
Skipper Jacob Jansz. Trommel, from Vlielandt	4	2

133. *June 1st, 1652.—ORDERS OF THE COUNCIL OF STATE*

[R.O., Interr. I, 67, pp. 181-184.]

That the victuallers of the navy be sent unto, to come to the Committee of the Admiralty to-morrow morning.

That it be referred to the Committee of the Admiralty to consider of so much of General Blake's letter as relates to the victualling of the fleet, as also of the providing of the victuals which are wanting, and report their opinions thereupon to the Council.

Upon consideration had of the list of ships which have been impressed for the public service, presented to the Council from the officers of the ordnance, it is ordered that the officers of the ordnance do confer with the Commissioners of the Navy concerning the said list, that they may be informed from them which of the said ships contained in that list, which have been impressed, are

¹ From the French term 'en flûte,' applied to a partially armed ship carrying stores.

now ordered to be fitted out for the public service, and to take a view of them, and make a report of them to the Committee of the Ordnance according to their former order.

That it be signified to the collectors of prize goods, that the Council hath been informed from General Blake that he intends to send into the river of Thames a ship belonging to some of the people of the Netherlands, with 250 passengers in it, to let them know they are to take up a small vessel, and send them over into Holland by the first opportunity.

That a letter be written to the Commissioners of the Navy, to acquaint them with what hath been written to the Council from General Blake concerning his want of men, to desire them therefore to use all diligence and expedition for the furnishing of him.

Whereas there are divers brass guns in the garrison of Berwick, Tynemouth, and Newcastle, which may be fit for supply of the navy, the Committee think fit that order be given to Sir Arthur Hesilrige to cause the said guns to be brought up to the Tower of London with all possible speed.

That order be given to Captain Moulton, to send the merchant ship which he took up with 30 guns at Portsmouth, convoy with the ships laden with provisions for Ireland.

134. *June 1¹¹, 1652.—THE NAVY COMMISSIONERS
TO GENERAL BLAKE*

[B.M. Add. MSS. 9306, fol. 73 b.]

Most honoured Sir,—Having this day received order from the Right Honourable the Council of State,

to discharge from the service 5 merchant ships laden and bound for the Straits, (viz.) the Recovery, Angel, Dover Merchant, Mayflower, and St. Lucar merchant, we have thought fit to acquaint you therewith, as also to send you a list of all merchant ships we have prest into the service, being in number 23, the remainder being 11 sacks bound for Newfoundland, but yet in the service till further order, and are (we hope) with you ere this time, they assuring us that they intended to fall down suddenly. The masters of the merchant ships do also make us believe they are all diligence to wait upon you. Captain Moulton also writes that at Portsmouth he hath taken up two or three there which shall be dispatched, as he saith, speedily. The ships also with Sir George Ayscue at Plymouth are fitting there for the better enabling to do service, and we hope will not be long from you.

We remain

Your affectionate friends to serve you,
J. H[OLLAND], T. S[MITH], R. T[HOMPSON].

1 June, 1652.

135. *June $\frac{2}{12}$, 1652.—ORDERS OF THE COUNCIL
OF STATE*

[R.O., Interr. I, 67, pp. 187, 189.]

That a letter be written to General Blake to take notice of the receipt of his letter of the 1st of June, to let him know he is to send the Dutch ships taken by him into the river of Thames, and to send all the common seamen, if they be not English, into Holland by the first opportunity, and cause the captains and commanders of the said ships to be secured.

That a letter be written to General Blake

to give him an account of the arriving of this powder from Newcastle, of the putting them into Deal, and that they are to be disposed of by his order.

That a letter be written to the Committee for the Navy to acquaint them that what hath been done by Captain Hosier, in coming from his station, hath been in pursuance of the directions of a special service of the Council, to let them know the Council looks upon it as a good service, and have ordered him to return to his former station.

136. *June 1³, 1652.—ORDERS OF THE COUNCIL
OF STATE*

[R. O., Interr. I, 67, pp. 193, 194.]

That Captain Haddock the younger be appointed captain of the ship Hannibal in place of Tatum deceased.

That Captain Harrison be appointed captain of the ship Vanguard.

That the Lord General be desired to take care of the command of Upnor Castle during the time that Captain Harrison shall be absent upon the service.

That a letter be written to — at Chatham, to know whether the ship Resolution be gone, and if not, to signify to the Council the cause of it.

That it be referred to the Committee of the Admiralty to examine the business of the complaint of pressing unfit men for the fleet, and thereupon to give such direction to the Commissioners of the Navy for the redress¹ thereof as they shall think fit.

¹ The MS. has 'adress,' an evident mistake of the clerk who entered the minute.

137. *June* $\frac{3}{13}$, 1652.—*THE DUTCH AMBASSADORS
TO THE COUNCIL OF STATE*

[Bodl. Lib. Tanner MSS. liii. fol. 47. Contemporary translation.¹]

Most Illustrious Lords,—Even as both by word of mouth and also by writing, we have signified to this Council on $\frac{\text{May } 24-27}{\text{June } 3-6}$,² taking God, the searcher of men's hearts, to witness, that the most unhappy fight of the ships of both Commonwealths did happen against the knowledge and will of the Lords States-General of the United Netherlands; so also are we daily more and more assured both by messengers and letters, witnessing the most sincere hearts of our said Lords, and that with grief and astonishment they received the fatal news of that unhappy rash action; and that, upon what we thereupon presently sent them word of, they did consult and endeavour to find out what remedy chiefly may be applied to mitigate that raw and bloody wound. To which end they have written out for to gather a solemn meeting or parliament of all the Provinces, whereby we do not doubt but there will be provided for these troubles (by God's favour) such a cure and present help, whereby not only the outward cause of all further evil may be taken away, but also by an intern comfort the minds may be redressed and reduced again to a better hope of our treaty in hand.

Which thing being now most earnestly agitated by our Lords for the common good of both nations, to shun that detestable shedding of Christian blood (so much desired and would be dearly bought by their common enemies of both nations, and of the

¹ I have not found any copy of the original by which this translation can be corrected.

² MS., 3rd and 6th days of this month.

reformed religion), we again do crave this most honourable Council and beseech you by the pledges both of the common religion and liberty, meanwhile to suffer nothing to be done out of too much heat, that afterwards may prove neither revocable nor reparable by too late idle vows and wishes; but rather that you would let us receive a kind answer without further delay upon our last request.

Which we do again and again desire, so much the more because we understand that the ships of our Lords and of our shippers both on the broad sea as in the ports of this Commonwealth, some by force, some by fighting, are taken by your men and kept.

Given at Chelsea, $\frac{3}{13}$ June, 1652.

(Signed) J. CATS, G. SCHAEF, P. VAN DE PERRE.

Read 4 June, 1652.

138. *June $\frac{3}{13}$, 1652.—THE BOARD OF ADMIRALTY
IN AMSTERDAM TO THE STATES-GENERAL*

[Archives of the Hague. Translated.]

To-day we have received your H.M.'s fuller order and directions, dated $\frac{\text{May } 30}{\text{June } 9}$, to have the two remaining third parts of our contingent made ready as quickly as possible without any loss of time, and at once sent out to sea, that they may betake themselves with all haste to the flag of Lieutenant-Admiral Tromp. These are 22 men-of-war, destined to form part of the 150 extraordinary ships intended for the closer guard of the sea. You also informed us that your H.M. were writing to the respective provinces, to move them to furnish promptly their respective quotas of the 2,000,000 [guilders] agreed to for the expenses of the aforesaid equipment.

Having ripely deliberated on this, we cannot but humbly inform your H.M. in reply that we are most desirous to carry out your wishes as far as we can at the present time, and to be no less zealous in fitting out the aforesaid ships with the greatest economy, than we have shown—without boasting about it—in our management of the first third part; but we find ourselves much troubled in entering upon the work, as we have hitherto been unable to learn that all the provinces have consented to the 2,000,000 [guilders], and much less that there has been any money paid, or is to be expected until their consent is given, or till your H.M. have disposed of the written request delivered on March $\frac{4}{14}$ by the deputies of our Board of Admiralty and of all the other Boards, that you would grant us assignations¹ upon certain funds, for the satisfaction and assurance of the persons with whom we shall have to deal about the employment of their ships, as well as of all others who will have to contribute towards the aforesaid equipment, or who will be employed on board the ships and taken into service to the very end of the time of equipment. This is specially the case where the money is to be found for the repair of damages received by the hired ships in warlike actions, and for provision for the directors of the equipment of the fifty extraordinary ships. We have therefore thought it necessary to request your H.M. to settle the discharge [of our obligations] on a firm footing, and not to think our complaints strange, because we have many times found, with great anxiety and inconvenience to our Board, how behindhand the respective provinces have been in completing and clearing their engagements,

¹ Aenwysinge. 'Assignment' is the term used at that time in the English Exchequer Books for an order to receive money from certain funds before it is paid into the Exchequer.

of which the still unsatisfied arrears for equipments in the years from 1628 to 1636, and also for the years from 1641 to 1646, both being for ships under the Admiral's flag,¹ and since that for the years from 1647 to 1649, and also for the arrears of money spent from that year onwards to the present time in helping the West India Company on the coast of Brazil (amounting to many tons of gold,² according to the reckoning delivered on many occasions to your H.M. and sent in again not long ago), are a clear proof, being enough to bring the Boards of Admiralty to ruin at a blow and to make it difficult for them, when an occasion presents itself, as it does to-day (may God amend it!), to do some service to the public.

Moreover it is not now in the least advisable or practicable to supply at the charge of our revenue any defects of the nature specified above, seeing that we are already burdened with such large debts of capital, as in particular with one of over a million [guilders] negotiated by us some years ago for the captains, seamen, purveyors and others, who ought to have been satisfied out of the contributions fallen into arrear, besides the Brandenburg debt forced on us beyond our power. Besides this, we have been required last year to pay to the King of Denmark 1,200,000 guilders or thereabouts for sums advanced and for the interest in arrears together with that which follows and depends on it³ (all the other Boards failing in the payment of the sums due from them). But if this equipment is to be pushed on it is necessary to require the aforesaid assignation and security,

¹ *I.e.* for ships belonging to the State, not for ships of the West India Company.

² A ton of gold was 100,000 guilders.

³ This probably means that compound interest had to be paid.

which will also lead to considerable economy, as in such a case we should not need to have more money in hand than is needed from time to time for the aforesaid equipment, whereas now, on the contrary, through the scruples caused by the aforesaid experiences, we have, to the great damage of the State, to procure, before proceeding to the equipment, so much money as we calculate to be needed not only for fitting out the ships, but also for paying them off, for which, if the proposed assignment could be made, the interest might be saved from time to time. We trust that your H.M. will, with your usual wisdom, take such a favourable decision in these matters as shall seem to your H.M. most suitable for the maintenance of the reputation and credit of our Board, or shall be at any rate compatible therewith, without inflicting upon, or requiring of us more than we can perform.

Herewith, &c.

Amsterdam, the 13th June, 1652.

139. *June* $\frac{4}{14}$, 1652.—*ORDERS OF THE COUNCIL
OF STATE*

[R.O., Interr. I, 67, p. 202.]

That the Dutch ship stayed in Scotland continue under that arrest till further order, and notice is to be given hereof to the Commissioners here.

That the letter of General Blake dated the 3rd of June, for so much of it as relates to Captain Thoroughgood and Captain Gibbs, be referred to the Committee of the Admiralty, who are to take further examinations of them upon their arrival here.

140. *June 14, 1652.—THE BOARD OF ADMIRALTY
AT HOORN¹ TO THE STATES-GENERAL*

[Archives of the Hague. Translated.]

High and Mighty Lords,—We have to-day received your H.M.'s dispatch of $\frac{\text{May } 30}{\text{June } 9}$, whereby your H.M. require us, without loss of time, to make ready with the utmost speed all our ships that are still wanting to complete the number we are ordered to equip out of the 150 extraordinary ships of war appointed to secure the seas, and to send them forthwith to sea to join the squadron under Lieutenant-Admiral Tromp's flag with all convenient speed, and to this end to transmit as quickly as possible the names of the captains who are to command them. In reply we cannot refrain from informing your H.M. that we are most willing and anxious to carry out your H.M.'s intentions, and assure your H.M. of the zeal that is in us in this business, for the promotion of the welfare of the country, as we have already proved in the expeditious equipment of the eight ships sent by us to the rendezvous off Scheveningen, while we were busily engaged in hiring and making ready seven other ships, trusting that other Boards would have displayed a similar zeal and diligence. Meanwhile your H.M. have assigned two hundred thousand guilders to the Board of Admiralty of Amsterdam for the eleven ships which their Lordships were fitting out towards the eight-and-thirty ships required, whilst for our seven we have received only one hundred thousand. We, nevertheless, hired seven ships towards the eight-and-thirty, and sent them to sea, although we saw very clearly that the hundred thousand gulden would be altogether inadequate, trusting that your H.M. would kindly make further arrangements for

¹ *I.e.* of the North Quarter.

supplying this deficiency. Still, this deficiency, together with our other debts contracted over a year ago, force us to be circumspect, and to declare, against our inclination (with your H.M.'s permission), that we feel scrupulous and unwilling to undertake the equipment of any other ships before and until the money necessary for that purpose shall have been previously allotted to us ; but if this is done we shall be most willing to set to work at once on the new equipments as the service of the country shall require. And herewith, &c., &c.¹

Hoorn, June 14, 1652.

141. *June $\frac{4}{14}$, 1652.—DECLARATION BY FOURTEEN OFFICERS OF THE BREDERODE*

[De Jonge, *Geschiedenis van het Nederlandsche Zeewesen*, ed. 1858, i. 758.]

We, the undersigned officers, serving in the ship of Lieutenant-Admiral Tromp, make declaration by our truth as men, in place of an oath, that we, coming from Calais cliff on May [$\frac{1}{2}\frac{9}{9}$],² bound for Fairlight, to look out for the Straits fleet, on our way met Admiral Blake with his squadron of 15 ships and frigates ; the aforesaid Admiral having his sails brailed up with his fore topsail somewhat backed against the mast. When we approached him, being still far out of shot, we took in all our sails except the two topsails, which we kept up half-mast high.³ When we came within cannon-

¹ Another letter, written by the same Board on the same day, regrets that it is unable, without money paid down, to buy two great flutes to be fitted out as fire-ships, and one galliot, as required by their H.M.'s letter of June $\frac{2}{12}$.

² Printed as May 22, *i.e.* May $\frac{1}{2}\frac{2}{2}$.

³ Tromp probably hoped by lowering his topsails thus far to escape the requirement of hauling down his flag. See his own explanation at p. 420.

shot, the aforesaid Admiral fired a shot over our ship, to which no answer was given on our side, but we gently pursued our course. When we were a little nearer, the aforesaid Admiral stood on towards us before the wind, and coming up to us fired another shot, to which we gave no answer, but our Admiral Tromp at once had our boat hauled up, and commanded our captain to go in person to Admiral Blake, and to greet him and ask him the reason of this firing; but before our people could get on board Admiral Blake fired a third shot into the hull¹ of our ship, by which a man had his arm shot off, and others were wounded by the splinters. On this a shot was fired from our ship far over him; so this was done with a good intention, as we had no wish to affront Admiral Blake, and much less to injure him, as we had heard that Admiral Tromp said, 'Shoot far enough away from him,' which was what was done. Upon this Admiral Blake at once fired his whole broadside on us, and not only he, but his other ships that were near him, so that our men, of whom there were already four in our sloop, were astonished, and also the man who was at the flag (and had already taken in the pennant flying beneath it), came down, upon which we at once put ourselves in the best posture of defence, and so began the fight. Moreover, we were engaged with Admiral Blake and his ships for about half an hour before our signal was made from the mast-head, for our ships to defend ourselves. Farther, we cannot say anything of the combat between our sternmost ships in their encounter with the twelve ships coming out of the Downs, as they were quite two miles astern of us; neither could they see what happened to us. We also declare that our Admiral gave orders three times to stop firing, hoping that Admiral Blake would do the same; but as each time they began

¹ 'On 't hart van ons schip.'

again we were compelled to defend ourselves, till we were separated by darkness. We have signed this document with our usual signatures (it being a time of necessity), and are ready to confirm what we have written by an oath.

Captain ABEL ROELANTSZ.

POUWELS BARENTSZ., Skipper.

EGBERT MEEUSEN, Master.¹

ROBBE JANSZ., ditto.²

PIETER JACOBSZ., Chief boatswain.

ISAAC THEUNISSE, Boatswain's mate.

ABRAM ISAAXSZ., Quartermaster.

JAN ADRIAANSSE, Gunner.

× The mark of Quartermaster

HUYBERT JANSZ.

DIRCK JANSZ., Quartermaster.

MAARTEN JACOBSE, Carpenter.

× The mark of BARTHOLOMEES

MEERTENS, Commander of the
soldiers of the garrison of
Hertogenbosch.

142. *June* $\frac{5}{15}$, 1652.—*THE ANSWER OF THE PARLIAMENT OF THE COMMONWEALTH OF ENGLAND TO THREE PAPERS PRESENTED TO THEM BY THE AMBASSADORS EXTRAORDINARY OF THE LORDS THE STATES-GENERAL OF THE UNITED PROVINCES, THE FIRST WHEREOF IS DATED* $\frac{MAY\ 24}{JUNE\ 3}$, *THE SECOND* $\frac{MAY\ 27}{JUNE\ 6}$, *AND THE THIRD* *JUNE* $\frac{3}{13}$, 1652, *UPON OCCASION OF THE LATE FIGHT BETWEEN THE FLEETS*³

[Bodl. Lib. Tanner MSS. liii. fol. 55.]

The Parliament of the Commonwealth of England, calling to mind with what continued demon-

¹ 'Stuurman.' See p. 105.

² Perhaps Master's mate.

³ This is printed in the final form given it on June 5. I have not thought it necessary to print the words erased or changed.

strations of friendship and sincere affections from the very beginning of their intestine troubles they have proceeded towards their neighbours of the United Provinces, omitting nothing on their part that might conduce to a good correspondence with them, and to a growing up into a more near and strict union than formerly, do find themselves much surprised with the unsuitable returns that have been made thereunto, and especially at the acts of hostility lately committed in the very roads of England upon the fleet of this Commonwealth, the matter of fact whereof stated in clear proofs is hereunto annexed. Upon serious and deliberate consideration of all, and of the several papers delivered in by your Excellencies to the Council of State, the Parliament thinks fit to give this answer to those papers.

The Parliament, as they would be willing to make a charitable construction of the expressions used in the said papers, endeavouring to represent the late engagement of the fleets to have happened without the knowledge and against the mind of your superiors, so when they consider how disagreeable to that profession the resolutions and actions of your State and their ministers at sea have been, even in the midst of a treaty offered by themselves, and managed here by your Excellencies. The extraordinary preparations of 150 sail of men-of-war without any visible occasion, but what doth now appear a just ground of jealousy in your own judgments when your Lordships pretended to excuse it, and the instructions themselves given by your said superiors to their commanders at sea, do find too much cause to believe that the Lords the States-General of the United Provinces have an intention by force to usurp the known rights of England in the seas, to destroy the fleets that are, under God, their walls and bulwarks, and thereby expose this

Commonwealth to invasion at their pleasure, as by this late action they have attempted to do. Whereupon the Parliament conceive they are obliged to endeavour, with God's assistance, as they shall have opportunity, to seek reparation of the wrongs already suffered, and security that the like be not attempted for the future; nevertheless with this mind and desire that all differences betwixt the nations may (if possible) be peaceably and friendly composed as God by His providence shall open a way thereunto and circumstances shall be conducing to render such endeavours less dilatory and more effectual than those of this kind heretofore used have been.

143. *June $\frac{5}{15}$, 1652.—ORDERS OF THE COUNCIL
OF STATE*

[R.O., Interr. I, 67, pp. 207-209.]

That a letter be written to the Commissioners of the Navy, to let them know that they are to take up 4 fire-ships more, and give an account to the Council on Monday next in the afternoon. Ship Marmaduke to be employed in the State's service as one of the 30 merchants ships.

That a letter be written to the officers of the Ordnance, to let them know that 4 fire-ships more are to be taken up, to desire them therefore to furnish materials for them.

That a letter be written to the victuallers of the navy to let them know that the Council is informed that there is still a want of victuals in the fleet, to let them know they are forthwith to furnish them to enable them—to the public service.

That a letter be written to General Blake, to enclose to him the answer of Parliament to the

Dutch Ambassadors, to acquaint with what is done for the furnishing of victuals and fire-ships.

That a letter be written to Sir George Ayscue to acquaint him with what is done for Coxon, and that the ship brought in by him be ordered to be taken on for the public service, to desire him to hasten the fitting of his ship, and to come about with all possible speed.

That the officers of the Ordnance do treat and contract with the gunfounders for so many iron ordnance, of coarse or fine metals, as they shall think necessary for supply of the merchants ships pressed into the State's service.

144. *June 1⁵, 1652.—COLONEL NATHANIEL WHETHAM TO THE ORDNANCE COMMITTEE*

[S.P. Dom. xxiv. 28.]

Right Honourable,—According to your order of the first instant, I have sent enclosed an account of what powder and great shot are now remaining in this garrison ; what is in Southsea Castle I shall give you an account of by the next.

I remain

Your most humble servant,
NATH. WHETHAM.

Portsmouth, June 5th, 1652.

145. *June 1⁶, 1652.—LIEUTENANT-ADMIRAL TROMP TO THE DUTCH AMBASSADORS IN ENGLAND*

[Printed in *De Jonge's Geschiedenis van het Nederlandsche Zeewesen* (Haarlem, 1858), *Erste Deel*, p. 756. Translated.]

Your Excellencies' dispatch of ^{May 23}/_{June 2}, dated from Chelsea, reached me safely on ^{May 28}/_{June 7}, by the hands of Mr. Walter Carpenter ; on the same

day I also received from their H.M. copies of two dispatches addressed by your Excellencies to their H.M. on the $\frac{2}{3}$ ¹st May; from all these letters I perceive, to my great regret, the great trouble that prevails in England with regard to the engagement which took place on May $\frac{1}{2}$ ⁹ between the English Admiral Blake and us; and also the distorted version of the matter that has been laid before Parliament, stating that we were the first to fire on the Admiral's ship, and declaring that we were the cause of what took place. The truth of the matter is that we were forced, on account of the loss of our anchors and cables, to run into the roads under Dover Head,¹ for the security of our ships and in order to render assistance to one another; on the $\frac{1}{2}$ ⁹th of the month we set sail thence, intending only to return to our own country to procure the anchors and cables of which we stood in need; as we stood off from Calais cliff, we fell in with Captain Joris Van der Zaanen, who informed us that he believed the merchant fleet from the Straits (with cargoes estimated to be worth 5,000,000 guilders) was taken and seized, and he begged that I would take measures for the safety of the ships, or to procure their release supposing they were taken, which I could not neglect to do, or rather was strictly bound to undertake by clauses 7 and 8 of my instructions.² I therefore made sail in search of the said merchantmen, and on the way we fell in with the 15 Parliament ships and frigates in question. Long before I came within the range of their guns I took in all sail, except my two topsails, and these I lowered out of respect to the [English] Admiral, and sent a man aloft to my flag (Admiral Blake himself might

¹ The South Foreland.

² See No. 89.

have seen him going up ¹) to lower that also, after the pennant had first been struck that was flying under the flag; but as soon as we came within range he straightway fired a shot over us, and very shortly after fired another. I had my boat ² (which we had in tow behind the ship) hauled up and ordered her to be manned, with the view of sending my captain on board to salute him from me, and to ascertain his intentions, but before half the crew had got into the boat the Admiral sent a shot on board us that carried one man's arm off, and wounded several others with the splinters. We answered with one of our guns, aiming a long way this side of his ship, hoping that he would wait for us to come up, but instead of this he got to windward of us ³ and turned his broadside towards us, firing shots through our hull and sails, with the obvious intention of sinking us. Our men were surprised, and the crew of the boat climbed back into the ship, whilst the man who was aloft striking the flag came down on deck. Whereupon we turned and gave them a broadside, though before this we had had no intention of firing a single hostile shot, until we were so hotly attacked and forced to defend ourselves; and Admiral [Blake] himself, indeed, might plainly see we were firing for a full half-hour before we made signal (by hoisting a red flag under 'The Prince' ⁴) for our ships to come to our assistance; for not one of them received orders, or had the slightest intention of committing any act of hostility, before they saw the aforesaid red flag fly-

¹ From this it appears that the flag was hauled down from the top, and not from the deck as it is at present. Compare Thomas White's story, No. 108.

² 'Chaloup,' 'launch' according to modern usage.

³ This probably means continued on his course close-hauled, and that there was enough way on the Brederode to carry her past Blake's ship, the James, and so to leave her to the windward.

⁴ See p. 167.

ing, except two or three who were close up with me and saw me thus attacked, and who did their best with me, because blank salutes only were fired [by the rest] till the twelve that came out of the Downs had fired—so, at least, they say. It was also pretended that by standing off and on, we had stolen the Admiral's wind. We ran right before the wind, carrying so little sail that the Admiral could have boarded me, or I him, if we had wished, and we could each take the wind as we chose; but when both he and we had fired our guns, he held off from us a little, and we from him, in order to put as much distance between us as possible; but as soon as he was ready once more he came up and fired on us again, and I too sailed up close and answered his guns. Indeed I gave orders to stop firing three successive times on board my ship, in the hope that he would then cease; but each time he came up close, and as he always fired first, I answered him back. And this is truly what happened, without my adding the least untruth to the actual fact, as may be seen from the accompanying document,¹ and all who were witnesses cannot give other testimony if they are minded to speak the truth.

On the $\frac{3^{\text{rd}}}{13^{\text{th}}}$ instant Vice-Admiral John Evertsen received a letter from a confidential friend in Flushing, dated the $\frac{1^{\text{st}}}{11^{\text{th}}}$, in which, amongst other things, he said: 'I have just been speaking with Captain Tuynemans' master, who was in Dover only last Friday; he tells me that his ship was carried to London, and that it was likewise reported that it had been confirmed upon oath by our people to the Parliament,² that Admiral Tromp had fired the first broadside on the English Admiral, and that the

¹ No. 141.

² See No. 109.

English had taken serious umbrage thereat. If such a statement was really made, it must have been given by the prisoners on board Captain Tuynemans' or Sipke Fockes' ships (which were taken), and these two ships were a good two miles to our rear, so that those on board could not possibly know what occurred on board our ship ; just as we could not see what took place between the said two rearmost vessels of our fleet and the 12 Parliament ships that came out of the Downs and attacked our ships from the rear ; for we had not the slightest suspicion that the English would endeavour to take, or had taken, any ships, and we did not know that they had done so until the next day, when we missed the vessels in question. In order therefore to rebut the statement referred to above I have had the accompanying report drawn up by the officers of my ship and of others that were close by mine, and who saw everything quite clearly, and shall have other similar reports made by those who were within a short distance. But as, since $\frac{\text{May } 30}{\text{June } 9}$, we have not been able to go on board one another, without considerable risk, on account of the bad weather, I dispatch this as speedily as may be, in order that your Excellencies may be rightly informed of the matter. I enclose also a copy of the deposition relative to our meeting Captain Joris van der Zaanen taken a week ago. Again humbly entreating that your Excellencies will be pleased to inform me in one way or another of what may be going on there, and of what I may depend on. Meanwhile I shall follow my instructions and all such further orders as may be sent me by their High Mightinesses. . . .

Your Excellencies' most humble servant,

M. HARPTS. TROMP.

On board the ship Brederode, 16th June, 1652.

146. *June 7, 1652.—ORDERS OF THE COUNCIL
OF STATE*

[R.O., Interr. I, 67, pp. 212-220.]

That the laws and ordinances of war for the ordering of the fleet, which have been this day read to the Council, be referred to the Committee of the Admiralty, who are to inform themselves what hath been done in Parliament concerning the establishing of their laws, and report to the Council the state of the business with all convenient speed.

That a letter be written to Sir George Ayscue, to let him know he may bring about with him the ships which are at Plymouth, and stay only for convoy, and for the prizes, is to leave them to the care of the collectors for prize goods. And as to Colonel Harrington, he is to send him up to the Council.

That a letter be written to General Blake, to permit the ship Robert and Richard, whereof Mr. Fugge is master, and the ship Friendship, whereof Robert Barnes is master, and are now in the Downs, and were bound for Newfoundland, be permitted to go on their voyage thitherwards.

That a letter be written to General Blake to desire him to send up to the Council a perfect list of the fleet now with him in the Downs, which they do the rather desire for that the list lately sent by him to the Council gives the number of the fleet to be fifty-five or thereabouts, and a letter from one of the officers renders it to be about forty-two or thereabouts.

That it be referred to the Committee of the Admiralty to prepare a list of the fleet of the Commonwealth, and to give an account to the Council of the several stations of those ships which

are already at sea, and how far ready those are to go out which are to be put forth to sea, and of the time when they set sail ; and this account is to be given in to the Council this afternoon.

That the consideration of making Sir George Ayscue commander of the fleet which is to go northwards be taken up this afternoon.

That the ship Greyhound do return into the Downs to General Blake and receive his orders.

That the Committee of the Admiralty do sit once a day for a fortnight to come, and that Mr. Hay be added to that Committee.

That a letter be written to General Blake to acquaint him that there is some money shipped at Portsmouth for the garrison in Guernsey, for which it will be necessary a ship be appointed for convoy ; to desire him therefore to appoint a ship accordingly.

That direction be given to the Commissioners of the Navy to cause the ship Marmaduke, now at Plymouth, as also the ship Mary, prize, to be brought to Portsmouth, and to be both fitted out there for the public service.

That a letter be written to General Blake to take notice of the receipt of his letter, to let him know the Council are desirous to have an account of the condition of the fleet and motions thereof, and to let him know what the Council hath done for the hasting of victuals and all things necessary unto him and the fleet, whereby they may be enabled to the service of the public.

That Mr. Love do humbly represent to the Parliament that the Council, having taken into consideration the present state of affairs, do find it necessary for the more certain supply of powder for the defence of this Commonwealth that the manufacture of saltpetre shall be set up and encouraged

in this nation, which they humbly offer to the consideration of the Parliament to give such directions therein as they shall think fit.

That a letter be written to the Committee of the Navy to prepare a sum of money for the paying the arrears due the hoymen for carrying ordnance from the Tower of London to Chatham, and aboard the State's ships, and that not only for the present arrears, but for the future.

That the Commissioners of the Navy do supply Captain Moulton from time to time with money for supply of the State's occasions at Plymouth, that the service may not suffer.

147. *June 7, 1652.—THE COUNCIL OF STATE TO
THE NAVY COMMISSIONERS*

[S.P. Dom. xxiv. No. 32.]

Gentlemen,—By the petition enclosed you will understand what hath been represented to the Council by the owners of the ship *Exchange*, which remains at present pressed in order to the public service, but not as yet declared to be taken on. We desire that you will cause a view to be taken of her, and if you thereupon find her to be fit to serve as a man-of-war that you will agree with the owners of her, according to the accustomed rates, for the fitting her forth to sea; but if you find her otherwise, you are to leave her to be disposed of by her said owners as they shall think fit.

Signed in the name and by order of the Council of State appointed by authority of Parliament.

H. VANE, President.

Whitehall, 7 June, 1652.

148. *June 17, 1652.—LIST OF SHIPS IN THE DOWNS*

[The Duke of Portland's MSS. Navy Papers, 1640-96, fol. 146.]

Downs, 7th June, 1652.

	Men		Men
James . . .	350	Advice . . .	170
Triumph . . .	350	Tiger . . .	160
Andrew . . .	350	Greyhound . . .	80
Victory. . .	300	Mermaid . . .	90
Speaker . . .	280	Nightingale . . .	90
Fairfax . . .	280	Swan . . .	80
Garland . . .	200	Old Warwick . . .	80
Entrance . . .	200	Cygnets . . .	80
Convertine . . .	200	Star . . .	80
Worcester . . .	200	Gillyflower . . .	120
Laurel . . .	200	Fortune . . .	70
Centurion . . .	180	Paradox . . .	60
Adventure . . .	160	Drake . . .	50
Nonsuch . . .	160	Martin . . .	50
Dragon . . .	160	Recovery . . .	80
Assurance . . .	160	Weymouth pink . . .	60
Diamond . . .	180	Lady pinnace . . .	24
Ruby . . .	180	George . . .	} Fire-
President . . .	180	Mousenest . . .	
Foresight . . .	180	Horsely Down ¹ . . .	Shallop
Sapphire . . .	160	Deptford . . .	Shallop
Portsmouth . . .	170		

MERCHANT SHIPS

Prosperous	Richard and Martha
Hannibal	Loyalty
Seven Brothers	Thomas and William
Richard and Benjamin	Love
Hercules	Giles
John	Katherine
Reformation	Robert and Richard
Sandwich pink	Mary
Mary ketch	Magdalen

¹ Hossy Downe, MS.

149. *June 17, 1652.—GENERAL BLAKE TO VICE-ADMIRAL PENN*

[The Duke of Portland's MSS. Navy Papers, 1640-96, fol. 147.]

Forasmuch as it is requisite and necessary that a weekly account should be taken of the victualling of the fleet, that so the sure state thereof may from time to time be given to the Council of State, and in regard of the many businesses that at present lie on my hands I cannot look after the same myself. These are therefore to authorise and desire you forthwith take an exact account of the victuals aboard every ship or vessel in the service of the Commonwealth here riding, or that shall happen to come in hither, and thereof as occasion require to give me an account; hereby requiring all pursers, and others concerned herein, to be obedient to your command, as they will answer the contrary. Given under my hand and seal of the Anchor, in the Downs this 7th day of June, 1652.

ROB. BLAKE.

To Captain Wm. Penn,
Vice-Admiral of the Fleet.

That you may be the better enabled to carry on this business, you are to make choice of two or three pursers of the fleet, such as you shall think fit.

150. *June 17, 1652.—THE HUMBLE PETITION OF JOHN YOUNG, MASTER AND PART OWNER, AND THE REST OF THE OWNERS OF THE SHIP, THE EXCHANGE, OF LONDON*

[S.P. Dom. xxiv. 31.]

Sheweth,—That your petitioner, having treated with some merchants to freight the said ship on a voyage to Newfoundland and other places, that the

said ship was looked upon by the Commissioners at Trinity House as a ship fitted to go to sea, where-upon your petitioner had your honourable order, dated the 27th of May last, to set sail with the said ship into the Downs, and there to follow the order of General Blake.

Now, so it is, may it please your Honours, the said freighters, not having perfected, but declined, their contract with the said ship, because of the report of Prince Rupert seizing of divers ships at the Isle of May, and he intending for Newfoundland, therefore and because the said ship is fitted and lies at great charges ready to fall down towards the General, to your petitioners' great damage, if not considered and prevented by your Honours.

May it therefore please this honourable Council to grant an order, whereby the Commissioners of the Navy may be empowered to contract for your petitioners' said ship as fitted and employed for the State's service, or that she may be dismissed.¹

And your petitioners shall pray, &c.

JOHN YOUNG.

RICH. RYVES.

RICHARD WESCOMB.

HUMPH. HOLCOMB.

151. *June 18, 1652.—ORDERS OF THE COUNCIL
OF STATE*

[R.O., Interr. I, 67, pp. 227, 228, 232.]

That it be written to the Commissioners of the Navy to desire them to give an account to the Council of what is wanting in the several merchant ships, a list whereof is sent enclosed, to the end that order may be given for the supplying of them.

¹ Minute in the margin, 'If fit, take her up ; if not, dismiss her.'

That a letter be written to General Blake to take notice of the receipt of his of the 7th instant, of the willingness and unanimity of the officers of the fleet to the public service, to desire him to improve all opportunity for the executing of such commands as he hath received.

That a letter be written to the Commissioners of the Navy to desire them that the proportion of victuals formerly ordered for the merchant ships to be delivered at two months and two months may be now delivered at one time, and to let them know that the ships of Sir George Ayscue are to be counted as part of the number of the said merchant ships, and that so much victuals as is to be put aboard the said ships is to be carried into the Downs, and put aboard there.

152. *June* $\frac{10}{20}$, 1652.—*THE COUNCIL OF STATE
TO GENERAL BLAKE*

[S.P. Dom. xxiv. 34.]

Sir,—The Council are very well satisfied with your care to give them daily intelligence of the condition of the fleet, and of such things as occur there, having this day received from you three letters, and thereby the relation of the late engagement between two English frigates and two Dutch men-of-war, which being reported to the Parliament, they took notice of the worthy deportment of Captain Peacock in that action and have expressed their good acceptance thereof, and we desire you in their names to signify the same unto the said captain for his encouragement. On the other side, the Council likes very well of your proceedings as to your enquiry concerning the carriage of Captain Taylor, Captain of the Laurel, whose behaviour it seems was very unbecoming his duty and great trust committed to him, and doubt

not but you will take care he shall receive according to his demerit, to the terror of others upon the like occasion. We desire you to return up unto the Council the examinations and other proceedings had and taken concerning him. You will herewith receive such intelligence as the Council have received from Holland concerning the present affairs. And you are desired to continue your daily intelligence.

June 10th, 1652.

153. *June 10^o, 1652.—THE COUNCIL OF STATE
TO GENERAL BLAKE*

[S.P. Dom. xxiv. No. 35.]

Sir,—The Council, upon consideration had of putting their fleet into a position suitable to the present juncture of affairs, have resolved of further instructions to you in order to this summer's service, which you will receive by Colonel Thompson, who comes instructed from the Council to confer and advise with you concerning the speedy and effectual execution of those instructions, and what else may fall under consideration upon the place, which having done he is to return hither to make his report to the Parliament or Council. The instructions are put under secrecy.

10th June, 1652.

154. *June 10^o, 1652.—ORDERS OF THE COUNCIL
OF STATE*

[R.O., Interr. I, 67, pp. 234, 237-239; I, 28, p. 68.]

That a letter from General Blake, now read to the Council, be humbly represented to the Parliament this morning by the Lord President.

That a letter be written to the Commissioners

of the Navy to let them know the victuallers of the fleet have been at the Council to give an account of the victualling thereof, which the Council find unsatisfactory, to desire them to confer with the victuallers of the navy concerning the better ordering of the same for the future ; to let them know the intention of the Council is, that the whole number of men in the fleet should be victualled till the first of October, and conceive so much hath been signified to the victuallers of the navy, but in case it be not, that so much shall be declared, and that all this victual should be put aboard together, which they are to consider how the same may be effected ; to desire them to have a continual inspection into the business of sending the victuals to the fleet and to be assistant to them in the transportation of it by impressing for them boys and men ; to desire them to take an account of the present victualling of the fleet, of what is wanting, and to consider how it may be supplied ; and to give an account to the whole business to the Council to-morrow in the afternoon.

That a letter be written to the Governor of Dover Castle, to send up in safe custody the Dutch officers which have been taken at several times since the first engagement with the Dutch fleet.

That a letter be written to the Mayor of Dover to let him know he is to send over into Holland all the common seamen belonging to the Dutch nation, and as to the security of the officers the Council have given order concerning it, and likewise that he send up a particular of the charge which the town of Dover hath been at in keeping prisoners and wounded men, as well English as Dutch, and let him know the consideration thereof is referred to the Committee of the Admiralty.

That Colonel Watson, Mr. Bond, Colonel Morley, and Mr. Carew, or any two or more of

them, be appointed a committee to go to-morrow morning to the office of the navy, where the commissioners of the victuallers of the navy are to meet, and confer with them concerning the state of the victualling of the fleet, both as to what hath been already delivered by the victuallers upon the contract made with them, and what they have in readiness to send away, and to settle the business, so that the whole proportion of victuals may be forthwith dispatched to the fleet, and they are to report to the Council the state of the business in the afternoon.

That the debate now had concerning the fleet be taken up to-morrow in the afternoon, after the committee of the Council shall have made their report from the Commissioners of the Navy and the victuallers.

That a warrant do issue forth (when it shall be desired by Sir Arthur Hesilrige) for freeing the men that belong to the ships that brought the 400 barrels of powder from Newcastle for the service of the State from impress, in their passage hither or back again.

155. *Published June $\frac{17}{27}$, 1652.—A NARRATIVE OF THE LATE ENGAGEMENT BETWEEN THE ENGLISH FLEET UNDER THE COMMAND OF GENERAL BLAKE, AND THE HOLLAND FLEET UNDER THE COMMAND OF LIEUTENANT-ADMIRAL TROMP, NEAR DOVER*

[Printed in *The Answer of the Parliament*. B.M. Press
Mark, E, 668, i.]

Upon Tuesday, the eighteenth of May 1652, in the morning, as General Blake, being gone to the westward as far as Rye Bay eight days before, with twelve or thirteen ships, leaving Major Bourne

in the Downs with eight ships only, there appeared upon the back side of the Goodwins a Holland fleet of men of war, consisting of two and forty ships, one whereof had a flag on the main-top-mast head, the rest jacks and ancients ; and being come into the South Sand-head, two of them bore up towards the English ships in the Downs, whereupon Major Bourne sent out the Greyhound to examine them and to know the reason of their so near approach, who, answering that they had a message to the Commander-in-Chief in the Downs, were permitted to come in, and, having saluted the flag, the two captains, named Thyssen and Aldertszoon, came aboard the said Major Bourne, and acquainted him that they were sent by Van Tromp to let him know that he had been riding about Dunkirk with his fleet, where by reason of foul weather they lost many of their cables and anchors, and the wind being northerly were driven further to the southward than they intended, which Van Tromp thought fit to signify to prevent any misapprehensions or jealousies. And having said this, and received for answer that the reality of what they said would best appear by their speedy drawing off from this coast, they departed to their fleet ; and immediately upon their arrival with them, the whole fleet stood up to Dover, and came to an anchor within little more than shot of the castle the same day in the afternoon. Upon their coming before Dover Castle, and riding there with flag in the main-top without saluting the castle, the castle made three shot at them ; notwithstanding which the Dutch Admiral kept up his flag and rode there at anchor until the next day noon, and exercised his musketeers by discharging volleys of small shot many hours together. Upon Wednesday, about twelve o'clock, the Dutch fleet weighed

anchor and stood off towards Calais, some four leagues into the south-east; about the same time the English fleet under General Blake, coming from the west towards the Downs, discovered them, and supposed by their course they had been going back; Major Bourne likewise was in sight, coming from the Downs to join with General Blake. About an hour or two after, the Holland fleet altered their course, came back again, made all the sail they could, and bore directly with General Blake, Van Tromp the headmost, with his flag in the main-top; and being come within shot, the General shot a gun at his main-top, and then two single shot more; thereupon Tromp shot a single shot through the General's flag, and then immediately gave the first broadside and took in his pendants, and hung out his red flag under the Holland colours, which was the signal on their part for the whole fleet to engage. And so the fight began, which happened between four and five o'clock in the afternoon, and continued till nine of the clock. In the fight the English took two of the Holland fleet, one whereof, having six foot water in the hold, they left, taking the captain and officers aboard, the other being a ship of thirty guns. General Blake lay all night where the fight began, or near thereabouts, and the Holland fleet was espied about four leagues distant towards the coast of France next morning.

The truth of this relation appears in the letters of General Blake, Major Bourne, and others in the action; by the examinations of the Dutch captains and other officers taken in the fight; the instructions given to the Dutch captains and commanders, and other papers, all which are hereunto annexed.

And whereas Van Tromp in the account he gives of this action makes the occasion of his coming

back upon the English fleet the guarding of some merchantmen richly laden from the Straits, which had been in fight with some of our frigates ; that action is set down in a letter written by Captain Young (hereunto also annexed), whereby the occasion, beginning, and ending thereof is declared ; and besides, these very ships which he pretends to come to protect or rescue, upon Saturday before had passed by General Blake and were gone to the eastward.



PART IV

THE NORTHERN VOYAGE

INTRODUCTORY

a. Naval Strategy

THE war opened on the part of the English with an attack on Dutch commerce. The now established axiom that it is the prime duty of the navy to destroy the enemy's fleet had no place in the conceptions of those who guided the motions of the English fleet in the earliest stage of the war. There were no accessible Dutch colonies to be cut off, and, for the present at least, no thought of landing on the soil of the Netherlands. Moreover, the Dutch commerce was so considerable that, if only it could be ruined, the enemy would at once be brought upon his knees. If commerce was to be attacked, two objects drew Blake to the north. In the first place, the herring fleet, which contributed largely to the wealth of the United Provinces, was by this time in the North Sea. In the second place, the richly laden Dutch East Indiamen were expected to return home round the north of Scotland. Blake, therefore (No. 156), was ordered to the north with the additional charge of interrupting the Dutch Baltic trade. Tromp's fleet was treated as a negligible quantity.

These instructions nearly led to an attack, with every probability of success, upon Ayscue's squadron lying in the Downs waiting for the hired merchantmen which were being fitted out in the Thames. Tromp, however, had been ordered to follow Blake as soon as the wind allowed him to do so, and when the wind shifted to the southwards he abandoned Ayscue and made after Blake. Blake, having broken up the Dutch fishing-fleet

on his way, was still lying in wait off Shetland for the homeward-bound East India ships, when Tromp caught sight of him. A great storm, however, burst on the two fleets, doing much more damage to the Dutch than to the English. Tromp's defence of his conduct, both in this expedition and in the fight off Dover, is printed in this part (No. 250), though much out of date.

b. Naval Tactics

Up to this point there has not been much opportunity of throwing light on the question which has been raised on the date of the introduction of the system of fighting in line, as the only battle which took place had been entered on without any intention on either side to provoke it. Mr. Julian Corbett, in his 'Life of Drake,' has argued that the system which prevailed later was anticipated by Drake, an assertion which must be left to writers familiar with Elizabethan naval history to confirm or refute. The question whether any such system prevailed in the first Dutch War will have to be discussed later on, and it is sufficient here to point out that Gibson, who must have been perfectly familiar with the later tactics, writes of Tromp at the battle of Portland, that his fleet in a body bore down upon that of the English general (p. 15), and this statement, containing no hint of any formation in line, is supported by Tromp's instructions to his fleet sailing north, on the conduct his officers are to pursue if attacked by the enemy (No. 176). In accordance with these instructions the fleet is divided into three squadrons, the ships in each being expected to assist one another, and each squadron to come to the rescue of the other if hard pressed. There is not a word of any special order to be observed by the individual ships. Bourne, too, in his first letter (p. 254, note 4), speaks of penetrating the Dutch fleet at several points, which shows that he had not thought of fighting either in column or in line. The only evidence that can be quoted on the other side is Gibson's statement, that in beating up against the wind, the ships of the fleet, before the fight off Dover, 'placed themselves in a line, ahead of the general,' but this statement is probably not accurate, as is argued at p. 9, note 1. Further discussion of this subject must be reserved for a future volume.

156. *June* $\frac{10}{20}$, 1652. — *FURTHER INSTRUCTIONS
FROM THE COUNCIL OF STATE CARRIED TO
GENERAL BLAKE BY COLONEL THOMPSON*¹

[Bodl. Lib. Clarendon MSS. xliii. fol. 159.]

1. You are to use your best endeavours to put in speedy and effectual execution the former instruction given unto you in relation to the Dutch fleet.

2. Whereas the Parliament upon consideration of the late acts of hostility committed by the fleet of the United Provinces upon the fleet of this Commonwealth in the very roads of England, and of their intention by force to usurp the known rights of this Commonwealth in the seas and destroy their fleets, have declared themselves obliged to endeavour with God's assistance, as they shall have opportunity, to seek reparation of the wrongs already suffered and security that the like be not attempted for the future, and have referred the prosecution thereof unto this Council; you are therefore authorised and directed by such number of ships as shall be found necessary for effecting the same, to be commanded by yourself, or some other person to be appointed thereunto, and in such manner as you shall judge most expedient for the service, to take and seize upon the Dutch East India fleet homeward bound, and secure the same, or so many as shall be taken, by sending them into some of the ports belonging to this Commonwealth or otherwise as shall be thought fit, without any embezzlement, until further order shall be taken therein.

3. You are, in further pursuance of the said declaration of the Parliament for asserting the right of this Commonwealth in these seas, and for re-

¹ A member of the Council of State.

paration as aforesaid, to dispose of the ships that shall be appointed in reference to the said East India fleet in such manner (if it may be) that the Dutch fishery upon the coast of Scotland and England, and in those seas, may be interrupted and disturbed, and their busses and other ships attending thereupon taken, and in such manner secured, as is expressed in the next precedent instruction in reference to the East India ships.

4. You are likewise as opportunity is offered to endeavour the disturbing and interrupting of the Dutch Eastland trade,¹ and the seizing and securing in manner aforesaid their ships trading to or from those parts, or any other of their ships which you shall meet with, wherein also you are to have respect unto and provide for the preservation of the Eastland trade of this Commonwealth, and the security of the ships belonging thereunto sailing to or from those parts.

5. You are hereby required and fully authorised by force to take and surprise, or otherwise to burn, sink, or destroy, all such ships or vessels that shall withstand or resist you in the execution of the foregoing instructions or any of them; and you are to give the same command and direction to all the captains and commanders of the fleet.

Whitehall, the 10th of June 1652.

157. *June* $\frac{10}{20}$, 1652.—*INSTRUCTIONS FOR COLONEL THOMPSON UPON HIS REPAIR TO THE DOWNS*

[Bodl. Lib. Clarendon MSS. xliii. fol. 161.]

You are with all convenient speed to make your repair into the Downs, or such other place

¹ *I.e.* the Baltic trade.

where you shall understand the greater part of the fleet under the command of General Blake to be, and you are to confer and advise with the said General Blake in what manner as well the former instructions given unto him from the Council of State, as those which are now sent unto him, may be observed and put in speedy and effectual execution.

You are to confer and advise with him in what way or manner to dispose of that part of the fleet which shall be left for guarding and securing of the western and southern parts.

You are from time to time during your residence upon the place to advise in all things that may emerge or fall into consideration relating to the present service, and to give unto the Parliament or Council frequent intelligence and advice of the state of their affairs.

You are to advise with General Blake concerning what may be further needful to be given in supplemental instructions, in reference to this summer's service, and to prepare your report upon the whole matter to be presented to the Parliament or Council at your return, for their further order, as there shall be cause, or thereupon to return hither.

Signed in the name and by order of the
Council of State, appointed by authority
of Parliament.

Whitehall, 10th June, 1652.

158. *June* $\frac{11}{2}$, 1652.—ORDERS OF THE COUNCIL
OF STATE

[R. O., Interr. I, 28, pp. 68, 69, 71, 75, 76.]

That a letter be written to the Mayor of Plymouth to continue the two barks employed for the

purpose expressed in the former orders of the Council until further direction, and to let him know that the Council hath written to General Blake for some men-of-war to clear the western coast, that the two barks may ply up and down safely.

That a letter be written to General Blake, to give him notice of the information given to the Council of several pirates that infest the western coast, and that he send some men-of-war to clear those coasts.

That it be referred to the Committee of the Admiralty to consider of certain qualifications to be further given to the ships which were lately employed as men-of-war, by virtue of letters of marque and reprisal against the French, which letters are now suspended, whereby they may be restrained from meddling with small fisher boats belonging to the French, and they are also to consider of what countenance the ships are fit to be which are to be so employed, and report their opinions therein to the Council.

That a letter be written to the Trinity House men, to desire them to treat with such masters and owners as have ships in the river of Thames, and ordnance in them, which they have not occasion to make present use of, for the delivering of them upon good security to the Commissioners of the Navy, to be employed in the ships which are imprested for the service of the Commonwealth, and such as they shall thereupon find willing to deliver their guns they are to send them to the Commissioners of the Navy, to agree with them concerning the same.

That a letter be written to the Commissioners of the Navy in pursuance of the former order of the Council appointing them to take up 30 merchants ships, to be employed as ships of war to contract with . . .

That a letter be written to the Commissioners of the Customs at Bristol to permit the ships which are now in that port, and bound for the Straits and Bilboa, to pass on their voyages, notwithstanding the embargo, the Council being informed that the goods wherewith they are laden are perishable.

That a letter be written to the Committee of the Navy¹ to let them know the Council have appointed the Commissioners of the Navy, if they shall find it necessary, to imprest money upon account to the merchant ships taken up for the service; to desire them, therefore, to give order for the payment of such sums as shall be certified unto them by the Commissioners of the Navy are to be paid to the owners of the said ships.

That order be given to the Treasurer of the Navy to secure the money which is now to be sent to the Downs in Deal or Dover Castle, in case the ships for whose payment that money is designed are not at present there.

That Lieutenant-General Fleetwood be desired to give order for a horse guard to be in readiness at Gravesend to take into convoy there a sum of money, which is to be carried to Dover for the use of the fleet.

159. *June 11*^{*11*}_{*11*}, 1652.—*THE COUNCIL OF STATE TO THE NAVY COMMISSIONERS*

[S.P. Dom. xxiv. 37.]

Gentlemen,—Upon consideration of the account which you delivered unto the Council this day of the state of the fleet in reference to the victuals, and of your proposals given in upon that occasion,

¹ The Committee of the Council of State, usually styled the Admiralty Committee.

the Council have found it necessary, for the more speedy and effectual dispatch of that business and prevention of many inconveniences that have hitherto fallen out therein, to commit the transaction and ordering thereof unto you, with power and authority, from time to time, to give such orders and directions concerning the same as shall be requisite, and as the nature of the service requires, as well for the timely doing thereof as in reference to the goodness of the provisions, that there be no failure in that particular, whereof there have been complaints brought unto us, and in what else relates unto this service, so ordering the whole business that the fleet in the Downs may be first victualled, and in that manner that they may be ready together, otherwise they will be wholly disabled for action.

We likewise desire your care, in reference to the fitting forth of the ships lately pressed into the State's service, by the order of this Council, and for furnishing them with guns. We have already written unto the Trinity House men for borrowing so many guns, carriages, and all things else belonging thereunto as those ships do want, and have directed them to receive them, upon such appraisement as indifferent men shall make by your order, whereunto we do hereby authorise you, and likewise to give unto the owners of such guns, with their equipage, security, in the name of the Council, for returning the same in good condition, and if lost or broken the value thereof, according to such appraisement, or otherwise, as you shall judge reasonable, wherein the Council will save you harmless; you are likewise to confer with the masters and owners of the said ships, pressed as aforesaid, as to the freight and other particulars, and to settle that business with as much frugality

and ease to the State as may be, both in respect of the time they are to be out and otherwise, and what money you shall want upon this occasion we have written to the Committee of the Navy (upon your certificate) to provide for the discharge thereof. And for the better enabling you to perform these directions, and all things relating thereunto, you are hereby authorised, from time to time, to grant out warrants for pressing of such vessels and men as shall be necessary to be made use of upon this occasion. The Council likewise desires you to give orders for the dispatch away of the fire-ships, and to place in them commanders, boatswains, pursers, gunners, carpenters, and cooks, to carry them into the Downs, with reference to such commands or alterations therein as the General of the fleet shall make. For what concerns the other provisions of powder and other stores for the before-mentioned merchant ships the Council hath given order therein to the officers of the ordnance, who are to put on board such proportions and quantities as shall be certified by you, and likewise such guns as cannot be supplied by Trinity House.

Signed in the name and by order of the
Council of State, appointed by authority
of Parliament.

H. VANE, President.

Whitehall, 11th June, 1652.

160. *June $\frac{11}{21}$, 1652.—THE COUNCIL OF STATE TO
GENERAL BLAKE*

[S.P. Dom. xxiv. 36.]

Sir,—The Council have received yours of the 10th instant, and do very much rejoice to find the constant resolution of the fleet to be, as your letter

represents them, not only to prosecute with all faithfulness and activity what is before you, but to do it with an humble reliance and dependence upon the Lord and the guidance of His Spirit, which very much adds to our hope of seeing a blessed issue of this great work. This day the Commissioners of the Navy and victuallers have been before us, and we hope that business is put into a good way of dispatch. By the enclosed you will see the necessity of taking some care for clearing the western coast from pirates; the way of doing thereof we leave to yourself.

11th June, 1652.

161. *June $\frac{11}{21}$, 1652.—ADDITIONAL INSTRUCTIONS
BY THE COUNCIL OF STATE FOR COLONEL
THOMPSON UPON HIS REPAIR TO THE
DOWNS*

[Bodl. Lib. Clarendon MSS. xliii. fol. 167.]

You are, during your residence with the fleet, to appoint one or more person or persons, whom you can trust, to take an exact account of the present state and condition of the fleet in relation to the several particulars contained in the paper herewith delivered, to the end fitting remedy may be applied to any defect appearing.

Signed in the name and by order of the
Council of State, appointed by authority
of Parliament.

H. VANE.

Whitehall, 11th June, 1652.

162. *June ½, 1652.—THE HEADS OF SEVERAL INSTRUCTIONS, TO BE PUT IN EXECUTION BY SUCH FIT PERSONS AS COLONEL THOMPSON SHALL DEPUTE THEREUNTO*

[Bodl. Lib. Clarendon MSS. xliii. fol. 165.]

1. That they shall take an exact account of the number of ships and other vessels riding in the Downs with the General.

2. That they distinguish how many of those ships are the State's own, and how many are merchant ships hired into the service.

3. That they go from ship to ship and muster the respective number of men now belonging to, or serving in, the said ships.

4. That they give order to all captains of the State's ships to complete their numbers found short upon the premised muster.

5. That they send for all pursers belonging to the fleet, and examine them, distinctly and apart, what victuals they have on board, when they began sea victuals, where they received it, and when their victuals ends.

6. That they inquire from all captains, masters, and pursers how the victuals prove in the expense, both as to weight, goodness, sweetness, size, and such like circumstances; and where they find it defective, either in part or in the whole, in all or any species, to require them, together with the quarter-masters and stewards, to make certificate thereof under their hands, that the State may be righted and the poor seamen relieved.

7. That they require all boatswains, gunners, and carpenters to present them with their respective indentures for all stores and rigging issued to them at the time of their respective ships going to the seas, as also to give them a note of what supplies

they have had since their being at sea ; which, being totalled as a full charge upon them respectively, they are then to require all captains of each ship to give under their hands a particular of their respective expenses since their being at sea, and upon the balance thereof to consider whether they be in good equipage to continue at sea till Michaelmas, and if not, then to order a demand for supply of such kind of stores, and so much of each kind, as may render the ship serviceable as a man-of-war till that time.

8. That they appoint some of the captains that are trusty (and no owners of shipping) to take a survey of all the merchants ships, both as to their hulls, rigging, ground-tackle, gunners, boatswains, gunners' and carpenters' stores, and inquire whether they be fitted as men-of-war ought to be and according to their contracts with the State and the schedule upon the back side of their respective contracts, which they are to require them to produce, the better to guide and govern their judgments in the said survey.

June 11th, 1652.

163. *June* $\frac{12}{22}$, 1652.—*ORDERS OF THE COUNCIL
OF STATE*

[*R.O.*, *Interr.* I, 28, pp. 77, 80.]

That the money to go down to the fleet be secured in Dover Castle, and that the Governor of Dover Castle do give his acknowledgment of the receiving of it, for the discharge of him who shall deliver it unto him.

That it be referred to the Committee of the Admiralty to consider of some fit persons to be offered to the Council, who may be appointed to take care of the safe keeping of such ships and goods as shall be taken from the Dutch, and report their names to the Council.

164. *June $\frac{1}{2}$, 1652.—THE COUNCIL OF STATE TO
GENERAL BLAKE*

[S.P. Dom. xxiv. 38.]

Sir,—By yours of the 11th instant the Council hath notice of eleven Holland ships laden with salt, &c., brought in with a cruiser of 22 guns, and that you have sent the same into Dover pier, expecting our further direction therein, which being taken into consideration the Council have referred it to a committee to name commissioners, to be entrusted particularly with that affair, that no inconvenience may fall out therein. What resolution shall be taken thereupon shall be communicated unto you. In the meantime we desire you to take care that such ships as be brought in be secured without the least embezzlement.

12 June, 1652.

165. *June $\frac{1}{4}$, 1652.—ORDERS OF THE COUNCIL
OF STATE*

[R.O., Interr. I, 28, p. 81; I, 29, 1, 3.]

That a letter be written to the Commissioners of the Customs to let them know that they are to secure such Dutch ships as shall from time to time be sent up unto them, by taking away their sails, taking off their rudders, and spiking their decks, and to appoint them to such part in the river of Thames as they shall think fit, and they are likewise to secure the goods in such manner that they may not be embezzled; to let them know they are to permit the several ships' companies to remain aboard their ships till further order.

That notice be given to all the ships trading in the Sound to make a rendezvous at Elsinore, and

not to come out of the Sound until they shall receive a convoy from General Blake, and a letter is to be written to the Resident at Hamburg to give notice hereof to the merchant ships in the Sound.

Whereas the Council hath thought fit in this conjuncture of affairs that all the merchant ships trading to the Baltic Sea that are homeward bound should come together in a fleet, to the end that a fit convoy may the more conveniently be appointed for them, whereby, and by their own conjunction, they may be the better enabled to defend themselves against any attempt that may be made upon them by the enemies of this Commonwealth :

It is ordered : That all ships belonging to this nation that trade to the Baltic Sea and are homeward bound, do come to a rendezvous at Elsinore Castle, and not set sail out of the Sound until such time as a convoy from General Blake shall be there ready to receive them, with which they are to sail to their designed port, and all persons concerned are to take notice hereof, and give due observance thereunto.

That the letter from General Blake and the list enclosed be humbly reported to the Parliament, and Sir Henry Vane is desired to make this report.

166. *June* $\frac{14}{24}$, 1652.—*THE COUNCIL OF STATE TO GENERAL BLAKE*

[S.P. Dom. xxiv. 39.]

Sir,—Your letter dated upon Saturday the Council hath received, and therewith a list of several Dutch ships, and that you might be eased as much as may be from trouble of this nature we have committed it to the care of the Commissioners of the Customs to provide for the securing of all such ships

and preserving of the goods aboard them as shall be sent in, and therefore it will be necessary to give notice unto the said Commissioners of such ships as shall be sent into the river of Thames, and such as shall be sent into any other port, that you give notice thereof to the officers of the customs there, who shall have directions to take care of them and the goods until the Commissioners of Customs give direction concerning them. And whereas the Council have heretofore given order for sending back the common seamen into their country¹ and securing the officers, upon further consideration of that business we desire you, notwithstanding that order, to give direction for keeping all the men, as well officers as common men, on board their respective ships, they being secured from sailing away by taking off their sails and rudders; and the Commissioners of the Customs are to give us notice when the victuals aboard their respective ships are near spent, that such further order may be taken upon that occasion as shall be necessary.

14 June, 1652.

167. *June 14, 1652.—THE COUNCIL OF STATE TO
GENERAL BLAKE*

[S.P. Dom. xxiv. 40.]

Sir,—The Council is informed that the fleet under the command of Van Tromp doth daily increase, and is now recruited to considerable numbers, whereby just ground of jealousy is given that their intentions are to pursue those actions of hostility which they have already begun upon the fleet of this Commonwealth. We conceive it therefore necessary, for the preventing of their further

¹ 'County' in MS.

accession of strength, in regard that the whole fleet under your command is victualled, as we are informed, till the 1st of September, that all opportunities be improved, whereby the resolutions of Parliament and instructions formerly sent unto you from the Council may be put into execution, in which, as we have had frequent experience of your care and vigilance from the first engagement in the Downs, for which we return you our thanks, so we rest fully assured of your continuance in the same. And notwithstanding the arrival of the late Extraordinary Ambassador from the United Provinces, who hath had audience in Parliament, and is referred to the Council to hear what he hath further to say, and to treat with him, yet by the same reference the Parliament do order that the Council do hold close to the former answers and declarations which the Parliament hath made, a copy of which we herewith send you, enclosed for your own particular view, you being one of our number, in pursuance of which we do recommend it unto you to continue your care to pursue effectually such instructions and directions as have been given you concerning that whole affair.

14th June, 1652.

168. *June $\frac{1}{2}$, 1652.—THE COUNCIL OF STATE TO COLONEL THOMPSON*

[Bodl. Lib. Clarendon MSS. xliii. fol. 137.]

Sir,—The Council hath received yours, and have approved of the providing of the ketches, and written to the Committee of the Navy concerning them; and for the other particulars of gunners', boatswains', and carpenters' stores, the providing and furnishing thereof is also put in a way. Before

your letter came we had resolved to keep the Dutch seamen here in their ships, and committed the care thereof unto the Commissioners of the Customs for the management of that affair. The Council is very sensible of the great pains you take in the present business under your hand, and desire you to continue your constant intelligence.

Signed in the name and by order of the
Council of State, appointed by authority
of Parliament.

PEMB[ROKE] and MONTGOMERY,
President.

Whitehall, June 15th, 1652.

169. *June 15th, 1652.—ORDERS OF THE COUNCIL
OF STATE*

[R.O., Interr. I, 29, pp. 5, 6, 8.]

That a letter be written to the Committee of the Navy to let them know that Colonel Thompson hath contracted with 3 ketches for the service of the Commonwealth, at ——— per piece, to desire them to give order that the money may be satisfied.

That a letter be written to Colonel Thompson to let him know the Council have given order for the providing of the carpenters', boatswains', and gunners' stores, a list of which he hath sent the Council, to approve what hath been done by them since his going down, and to return him thanks and to desire the continuance of the same.

That a letter be written to Sir George Ayscue to hasten him, with the ships with him, into the Downs.

That a letter be written to the Commissioners of the Navy to desire them to give order that the carpenters' and boatswains' stores, which are want-

ing to the fleet (a list whereof is enclosed), may be speedily provided and sent to the fleet.

That a letter be written to General Blake to acknowledge the receipt of his letter ; what is mentioned therein concerning the four men-of-war of the United Provinces, to let him know the Council will take the same into consideration, and thereupon will signify their resolutions unto him concerning that business.

That a letter be written to the Commissioners of the Navy to desire them to take care that the ship *Vanguard* be hastened out, as also all the merchant ships which are taken up.

That a letter be written to Captain Swanley to take into his convoy such vessels as are bound for Hull, Boston, and Yarmouth, and are now in readiness to set sail from the Thames.

170. *June* $\frac{15}{25}$, 1652.—*THE COUNCIL OF STATE TO GENERAL BLAKE*

[S.P. Dom. xxiv. 45. Copy.]

Sir,—The Council hath lately received petitions from the several persons who are concerned in the ships bound for Newfoundland which are now in the Downs, praying the release of them that they may proceed on their voyage. We desire you to dismiss the said ships and permit them to pursue their intended voyage, and to acquaint them that they are to keep together in one fleet for their mutual assistance and defence, the Council being informed that Rupert with his fleet had a design to go towards Newfoundland for the disturbance of the trade there. We desire you also to give the like permission and direction to such other ships as shall come into the Downs and shall be bound thither.

15th June, 1652.

171. *June* $\frac{17}{27}$, 1652.—ORDERS OF THE COUNCIL
OF STATE

[R.O., Interr. I, 29, pp. 21, 23, 25.]

That a letter be written to the Commissioners of the Navy to certify unto them what hath been done by General Blake, in the ordering and setting forth of 3 Dutch men-of-war, to let them know the Council do approve thereof, to desire them to hold correspondence with General Blake concerning the fitting out of the said ships, and to take care that they may be furnished with men and victuals, which are to be supplied from hence, and not from the fleet, as also with all other things necessary for them.

That a letter be written to the Committee of the Navy to let them know that the Council finds it necessary for the service of the public that besides the 5 ketches already taken up, that 5 more should be taken on, to desire them therefore to order that they may be paid according to contract.

That a letter be written to General Blake to take notice of the receipt of his of the 15th and 16th instant, as also of the letter of Colonel Thompson, of the 15th instant, with the paper enclosed, and to give an account to him of what they have done upon the matters mentioned in those letters.

That it be referred to the Mayor of Ipswich, Mr. Nath. Bacon, Mr. Francis Bacon, John Brandling, or any two of them, to dispose of such strangers, who are now prisoners from the sea there, either to the service of the colliers' ships, or otherwise, as they shall see cause, provided the said prisoners be not suffered hereby to straggle up and down the country to the prejudice thereof.

That the list of Dutch ships which have been taken by the fleet and sent up to the Commissioners of the Customs be referred to the Committee for

Foreign Affairs, who are to take into consideration how the said ships and mariners may be disposed of, and report their opinions to the Council.

172. *June* $\frac{17}{27}$, 1652.—*WARRANT FROM GENERAL BLAKE TO VICE-ADMIRAL PENN TO COMMAND THE JAMES*

[The Duke of Portland's MSS. Navy Papers, 1640-1696, fol. 149. Autograph signature.]

By virtue of the power given unto me as Admiral and General of the fleet, these are to authorise you forthwith to repair on board the ship James and take the command of captain in her; charging and requiring the lieutenant, master, officers and company to be obedient to your commands as captain. And you likewise to observe and follow such orders and directions as you shall from time to time receive from the Council of State or myself for the service of the Commonwealth. Given under my hand and seal of the Anchor in the Downs this 17th day of June 1652.

ROB. BLAKE.

173. *June* $\frac{17}{27}$, 1652.—*THE COUNCIL OF STATE TO COLONEL THOMPSON*

[Bodl. Lib. Clarendon MSS. xliii. fol. 169.]

Yours of the 15th instant is received, and as for the gunners', boatswains', and carpenters' stores (a list whereof you sent by your last before, and now mention again in this), we have given directions to the Commissioners of the Navy and officers of the ordnance to provide the same, and to send them away with all speed. We have likewise taken into consideration the paper enclosed in your last, containing several particulars agreed upon at a conference aboard the James, and have approved of the

taking up the ten ketches and smacks, and written to the Committee of the Navy concerning them, as also of the fitting to sea the Dutch men-of-war, which General Blake's letter makes to be but three, and your particular four; and have written to the Commissioners of the Navy to take care for providing such things as shall be necessary for the setting them forth. The officers of the ordnance are also sent unto for furnishing the double-headed hammered shot you mention; and before your letter came the Newfoundland men were discharged, with liberty to proceed in their voyages, and so was the ship bound for Cadiz, and order given for hastening down the merchant ships in the river. Direction is likewise sent to the victuallers of the navy touching the victualling of the ships on the coast of Scotland, and two several letters written to the Major-General Deane to give forth his orders for putting those ships into a posture for joining with any part of the fleet to be sent from hence; for the other things in that paper, they being the matter of the instructions, we need not say anything relating unto them. And the continuance of the additional pay is referred to a committee for the settling thereof.

Signed in the name and by order of the Council of State appointed by authority of Parliament.

PEMB[ROKE] AND MONTGOMERY, President.

Whitehall, June 17th, 1652.

174. *June 18, 1652.—ORDERS OF THE COUNCIL OF STATE*

[R.O., Interr. I, 29, p. 28. S.P. Dom. xxiv. 47.]

That one of the Commissioners and Mr. Coytmor do go down the river to take an account of what ships in the State's service are now in the river, and which of them are ready, and how long the Old Warwick and the Mary fly-boat have been

ready, and what is the reason that they have been so long in the river, and to give an account to the Council of the state and condition of all such ships upon Monday next in the afternoon.

That the Commissioners of the Customs and the Commissioners of the Prize Goods consider together how the men on board the Dutch ships may be provided for for 10 days, and what the Commissioners for Prize Goods issue out upon such resolution as shall be taken in that behalf, the Council shall see discharged, and they are to certify to the Council on Monday of their proceedings in that business, and letters are to be written to the Commissioners of the Customs and Commissioners of the Prize Goods accordingly.

That it be referred to the Committee of the Admiralty to state the charges, ordinary and extraordinary, that this Commonwealth hath been put unto by the States of the United Provinces this summer, and likewise the damages sustained by them, and present an estimate thereof to the Council upon Monday next.

175. *June* $\frac{18}{28}$, 1652.—*THE COUNCIL OF STATE TO GENERAL BLAKE*

[S.P. Dom. xxiv. 48.]

Sir,—The Council, by theirs the last night, did signify their approbation of your fitting to sea the Dutch men-of-war brought in unto you, which yours of the 16th instant made to be but three, but because by your last you mentioned them to be four we have thought fit to signify our further approbation of your fitting out the fourth also, and having writ at large to you the last night, we shall not further enlarge at this time, but commend yourself and the affairs under your hand to the blessing of God.

18th June, 1652.

176. *June 30, 1652.—THE RESOLUTION OF ADMIRAL TROMP ON THE DISTRIBUTION OF THE FLEET IN CASE OF ITS BEING ATTACKED*

[Coype uyt de Resolutie van den Ed. Heere-Admirael Tromp. B.M. Press Mark, 8079, c. 41, No. 1. Translated.]

Each captain is expressly ordered, on penalty of 300 guilders, to keep near¹ the flag officer under whom he serves. Also he is to have his guns in a serviceable condition. The squadron under Vice-Admiral Jan Evertsen is to lie or sail immediately ahead of the Admiral. Further, Captain Pieter Florisszoon (who provisionally carries his flag at the mizen as Rear-Admiral) is always to remain with his squadron close astern of the Admiral; and the Admiral Tromp is to take his station between both with his squadron. The said superior officers and captains are to stand by one another with all fidelity; and each squadron, when another is vigorously attacked, shall second and free the other, using therein all the qualities of a soldier and seaman.

If it happens that one of the ships is taken when she might have been freed, the officer who could have saved her is to be punished with death without mercy, according to the general Articles [of war].

The aforesaid squadrons are to be made up by the following captains. . . .

[Here follow the names of the captains. The three squadrons have each a divisional Vice-Admiral and Rear-Admiral, besides the Admiral in command.]

¹ 'Dat hy sal hebben te troppen by dat Hooft daer onder hy sal wesen bescheyden.' 'Troppen' is an obsolete verb meaning 'to gather round.' In modern usage the order would run 'to keep his station,' but this, whether rightly or wrongly, might be held to imply a fixed position, of which there is no trace in the original.

177. *June 21*
July 1, 1652.—*THE COUNCIL OF STATE TO*
GENERAL BLAKE

[S.P. Dom. xxiv. 49.]

Sir,—The Council have received two from you dated the 13th instant, and a third this day of the 20th, by all which, as also by the account received from Colonel Thompson upon Saturday in the afternoon, we perceive that the fleet will very suddenly be in a condition to put to sea, in order to the execution of the instructions you have received, wherein we are confident you will use that diligence and expedition which the present affairs require, and we hope and pray that the Lord will continue His presence amongst you for good. The enclosed is an answer given by the Council to the Lord Ambassador Pauw's paper, which we have thought fit to communicate to you for your better information how things stand between the Parliament and the said ambassador. The Council is informed that there are four Dutch men-of-war that are off the Land's End, who examine all ships that pass that way, as well English as others, we desire you to give such direction concerning them as may prevent any inconvenience that may fall out to the English merchants passing that way.

21 June, 1652.

178. *June 20*
July 2, 1652.—*ORDER OF THE COUNCIL OF*
STATE

[R.O., Interr. I, 29, p. 1.]

That the ships Sovereign, Resolution, Vanguard, and James be four of the ten State's ships which are to be added to the thirty merchants ships, upon the account of the shipping which hath lately been added to the fleet for the strengthening thereof, and

the report this day made to the Council from the Committee of the Admiralty concerning the fleet is recommitted to the said Committee, to alter the same according to this order.

179. *June 23,* 1652.—*GENERAL BLAKE'S ORDERS TO*
July 3 *VICE-ADMIRAL PENN*

[The Duke of Portland's MSS. Navy Papers, 1640–1696,
fol. 151. Autograph signature.]

In pursuance of the instructions given me from the Council of State:—These are to authorise you to do your utmost endeavour for the seizing of all Dutch ships and vessels, as well men-of-war, as others that you shall meet with belonging to the United Provinces. And in case they or any of them shall make resistance, you are then according to the tenor of those instructions to do your utmost for the sinking, burning, or otherwise destroying of them, having special care that those you seize be secured till further order, and the goods and lading in them preserved from embezzlement, and that every commander in your squadron may take notice hereof, you are hereby authorised forthwith to give the same in charge unto them. Dated in Dover road this 23rd day of June 1652.

ROB. BLAKE.

To Captain William Penn, Vice-Admiral of
the Fleet and Captain of the James.

180. *June 23,* 1652.—*ORDER OF THE COUNCIL OF*
July 3 *STATE*

[R.O., Interr. I, 29, p. 40.]

That the Committee of the Admiralty bring into the Council to-morrow in the afternoon a copy of such instructions as have been given to General Blake.

181. *June 24*, 1652.—*ORDER OF THE COUNCIL OF STATE*
July 4

[R.O., Interr. I, 29, p. 42.]

That a letter be written to the Commissioners of the Customs to cause all such perishable goods as have been brought in, being taken in Dutch ships, to be prized, and after the apprizement to deliver them to the owners, to be disposed of by them as they shall think fit, provided they first give in sufficient security that they will be answerable for the value of the goods so delivered unto them in case they shall be adjudged to the Commonwealth.

182. *June 23*, 1652.—*THE COUNCIL OF STATE TO GENERAL BLAKE*
July 3

[S.P. Dom. xxiv. 52.]

Sir,—We omitted the writing unto you the last night, not knowing but that you might be gone to sea, the wind having been fair for some days. This day we received yours of the 22nd from Dover road, desiring direction as to your entertainment of a ship bound for Newfoundland into the State's service, as being very fit for the same; the Council, upon consideration thereof, and of the condition of Newfoundland¹ and the fishery there, in danger to be attempted upon by Prince Rupert, do not think it safe to detain any ships, especially such as are fit for service, from their voyage thither, and therefore desire you to suffer the ship you mention bound for that place to go on in her intended voyage, and that you will lose no time in the affair now under your hand.

23rd June, 1652.

¹ MS. 'The Newfoundland men,' the last word only being erased.

183. *June 25*
July 5, 1652.—THE COUNCIL OF STATE TO
GENERAL BLAKE

[S.P. Dom. xxiv. 55.]

Sir,—In your last, dated the 24th instant from off the South Foreland, the Council understand the readiness of the fleet to put to sea, and we pray the Lord to go along with you, and be your wisdom and strength in your present undertaking. You will receive enclosed the intelligence we have from the Low Countries, which may be of some use unto you. The Council desires to have a particular list of what ships you carry with you and what you leave behind under Sir George Ayscue, which if you have not time to finish yourself you may leave it to Sir George Ayscue to prepare and send unto us.

25th June, 1652.

184. *June 26*
July 6, 1652.—THE STATES-GENERAL TO
LIEUTENANT-ADMIRAL TROMP

[Archives of the Hague. Translated.]

We have received your three separate despatches, one of *June 23*
July 3 and both the others of *June 24*
July 4, and therewith the duplicate of your dispatch written to us before. The necessary orders have been given with respect to the three defects mentioned therein; and having re-examined and again deliberated on the instruction sent to you by resolution of *June 23*
July 3, we have, nevertheless, thought it well to inform you in this despatch of our serious opinion and earnest intention that you should allow no serious opportunity which you can seize as a soldier or sailor¹ to attack the English fleet, either united or separated,

¹ Naar soldaat ende zeemanschap.

without any distinction of place, and to do all imaginable damage to it. You are also to capture or destroy all other English ships of war, according to your power, whenever they can be caught, and to capture all English merchantmen, taking order, however, as far as in you lies that these merchantmen be not plundered, mis-handled, or injured. And having herein once more clearly and plainly expressed our will and intention, and being perfectly assured of the wonted piety, prudence, manliness, and courage of yourself and of the Vice-Admiral and of the Rear-Admiral—your subordinate officers—having had welcome proofs of this before, we have not thought it necessary to send any deputies to the fleet from our assembly, leaving the execution of the aforesaid orders to your good discretion, which we pray Almighty God to bless with success, to whose holy protection we commit you. Written in the Hague $\frac{\text{June } 26}{\text{July } 6}$, 1652.

185. $\frac{\text{June } 28}{\text{July } 8}$, 1652.—*RICHARD BRADSHAW, RESIDENT FOR THE COMMONWEALTH OF ENGLAND WITH THE CITY OF HAMBURG TO WILLIAM POOLE*

[B.M. Additional MSS. 18986, fol. 44. Copy.]

Mr. William Poole,—I herewith deliver you an order from the Council of State appointed by the authority of Parliament, which you are to carry along to Elsinore, and according to the tenour thereof you are to give notice unto all and every ship belonging to the nation of England, whether laden or unladen, going or coming from or into the Sound, that they do not depart from thence, but stay and rendezvous there at the said place, at Elsinore Castle, until a convoy be sent unto them from England by the appointment of the Council of State or General

Blake. And that you shall take notice of all and every ship going or coming to convoy to those English ships that are yet in the Sound to wait on the said convoy, and in case they refuse to do so they are to answer it at their own peril. And you are constantly to give notice unto me, also by every post and other conveniency, what ships be there, and the names of their commanders, and that you keep a constant register of your doings and proceedings for the time you shall continue in the said place.

Given at Hamburg.

RICHARD BRADSHAW.

The 28th June, 1652.

186. *June 28*
July 8, 1652.—ORDERS OF THE COUNCIL OF
STATE

[R.O., Interr. I, 29, p. 51-54, 56, 57.]

That a letter be written to Sir George Ayscue to send to this Council the number of ships with him, and their condition, and what others he doth expect to come to him. And likewise to give to the Council frequent intelligence of what he shall receive from General Blake, and of all other occurrences from time to time. To enclose unto him the intelligence from Captain Wm. Becke, and to desire him to send convoy for the ships mentioned in the letter, as also how the Dutch ships, mentioned in another letter, may be met withal; and to acquaint him with the departure of the Dutch Ambassadors.

That it be referred to the Committee of the Admiralty to consider how such Dutch men, as are come into Dover from their ships (being now under restraint), may be disposed of, and report their opinions to the Council.

That it be referred to the Committee of the Ordnance to take care, and give order, that twelve guns may be left in Weymouth for the defence of the harbour.

That direction be given to the Vanguard, Success, and Pelican to set sail by the first opportunity, and go into the Downs and receive orders from Sir G. Ayscue till they receive further orders from the Council.

That the Commissioners of the Navy do take care to supply the ships which are to go to the Downs with men, and that it be referred to the Committee of the Ordnance to consider how guns may be supplied to such ships, where they are wanting, and report their opinions therein to the Council.

That a letter be written to Captain Harrison, commander of the ship Vanguard, to let him know that his ship shall go into the Downs, to receive orders there from Sir G. Ayscue, until further orders from the Council, to desire him to omit no opportunity of going thither, the Council being informed that his ship is in all respects fitted to go forth to sea.

That a letter be written to the victuallers of the navy, to recite to them the former order of the Council directing them to victual Sir G. Ayscue to four months, to desire them, in pursuance thereof, to put aboard the ships with Sir George Ayscue the provisions which they have informed¹ they sent to the Downs for the fleet, and could not receive in.²

Alderman Gore and Mr. Harrington contracted with the Commissioners of the Navy to serve and deliver into the State's storehouse at Woolwich 300 tons of Riga hemp by the last of September

¹ *I.e.* 'informed the Council that.'

² *I.e.* 'that the fleet could not receive.'

next, except the restraints of princes and Commonwealth. That by reason of the troubles between this Commonwealth and the Dutch no ship will undertake the voyage, whereupon the said contractors have declared themselves disobliged from the said contract. That yet, as a probable means to enable them to perform their contract with an enlargement of time, they desire liberty to employ Dantzic ships to Riga, which, upon construction of the Act for increase of navigation, they conceive they cannot do without a further declaration of the Parliament, for which the case is this: A Dantzic ship is a ship of Poland, and Riga hemp is of the growth of Poland. The town of Riga, which was lately Poland, is now in subjection to the Crown of Sweden, but the only convenient port for that commodity. That this case and matter of fact be reported to the Parliament, and that it is the humble advice of the Council that, as affairs now stand, the Parliament would declare that Dantzic ships may import into this Commonwealth, from Riga, Riga hemp, notwithstanding the said Act for Increase of Navigation, or any clause, penalty, article, or thing therein contained.

Upon consideration of what hath been offered to the Council for supplying this State with Riga hemp, the Council doth declare that all Dantzic ships that shall import any Riga hemp from Riga into this Commonwealth, for the use and service of the State, shall be saved harmless and indemnified from the penalty contained in the Act entitled 'An Act for Increase of Shipping and Encouragement of the Navigation of this Nation,' and that all such hemp as shall be imported as aforesaid, and the ships importing the same, shall be free and discharged from sale, confiscation, forfeiture, and other penalties, notwithstanding the said Act or any clause,

article, or thing therein contained⁴; and for the further security of the said ships and hemp the Council hath ordered report hereof to be made to the Parliament for their declaration therein.

187. *June 29, 1652.*—*ORDERS OF THE COUNCIL OF STATE*
July 9

[R.O., Interr. I, 29, pp. 59, 60.]

That the business of letters of marque and reprisal against the French and Dutch be taken into consideration on Friday next in the afternoon, and the members of the Council who are in town are to be sent unto to come to the Council at that time.

That the ship *Sovereign* be hastened forth to sea, and that a letter be written to the Commissioners of the Navy to that purpose.

Sir Arthur Hesilrige reports from the Committee for the Ordnance that all the merchant ships which have been taken on to be an addition to the fleet are all of them fitted with guns and gunners' stores.

That a letter be written to Captain Cuttance to convoy the ships which he hath with him into the Downs, and there receive orders from Sir George Ayscue.

That a letter be written to Sir George Ayscue to acquaint him with the intelligence given by Colonel Heane¹ of the infesting of the sea near Jersey by pirates, to let him know that Captain Cuttance is ordered to come to him in the Downs, and do leave it unto him if he find himself able to send some fit strength towards Jersey for the clearing of those parts.

¹ Governor of Jersey, killed in 1655 in Hispaniola.

188. *June 29*
July 9, 1652.—GENERAL BLAKE TO THE
COUNCIL OF STATE

[Bodl. Lib. Tanner MSS. liii. fol. 84. Autograph signature.]

Right Honourable,—This morning I have sent a frigate into Sunderland (with most of the Dutch officers and seamen lately taken), to be landed at that place with a pass to go to Newcastle, whereof I gave your Honours an account yesterday. The ships, upon second thoughts, I intend to take along with me, because we would not lose any time by sending of them into Newcastle, but stretch off to sea into the wake of the East India ships if by providence we may light on them.¹ God willing, no neglect shall be in us, but all possible endeavours used in the prosecution of your Honour's commands, which is all at present from

Your Honour's most faithful servant,
ROB. BLAKE.

From aboard the Resolution, at sea off
Sunderland, this 29 June, 1652.

189. *June 30*
July 10, 1652.—ORDERS OF THE COUNCIL OF
STATE

[R.O., Interr. I, 29, pp. 62–64.]

That a letter be written to the Commissioners of the Navy to let them know that they are to appoint some ship that is not of use for war, out of those taken from the Dutch, to carry over the necessities of the Dutch Ambassador.

That the officers of the Ordnance do furnish the ship Sovereign with such brass guns as are now in the Tower.

That a letter be written to the Mayor of Newcastle, as also to the Bailiffs of Yarmouth, to desire

¹ MS. 'of.'

them, in case that none of the State's ships shall be found there upon their receipt of the Council's letter, that they will then cause a ketch to be hired to carry the messenger of the Council to the fleet.

That the list of particulars given in from the officers of the ordnance necessary, as they conceive, to be contracted for for the present supply of the stores, be referred to the consideration of the Committee for the Ordnance, who are to contract for such proportions of them as they shall see cause, and report what they do herein to the Council, and thereupon a letter is to be written to the Committee of the Navy to pay for such provisions as shall be so contracted for.

190. *June 30,* 1652.—*THE COUNCIL OF STATE TO*
July 10
GENERAL BLAKE

[S.P. Dom. xxiv. 59.]

Sir,—The negotiation of the Lord Pauw, extraordinary ambassador from the United Provinces, being (by the will of God) brought to such issue as it is, the Council judge it necessary to let you understand the state of that business so far as it may relate to you and the fleet under your command. The Parliament having referred it to the Committee to treat with the said Ambassador, he delivered to the Council, in writing, several propositions for putting an end (as he alleged) to the present difference between the two Commonwealths, the substance whereof was¹ that the examination of the action between the fleets in Dover road should be referred to commissioners to be chosen on both sides (supposing the Parliament to have been untruly informed in that matter of fact),

¹ MS. 'Were.'

and in the meantime to have a cessation of hostility and a proceeding on in the treaty with the ambassador, which way being not only dilatory and unpracticable, but such as would needlessly draw into question things that stood clear in proof, on purpose to delude the State in point of their just satisfaction, the Parliament, for bringing things to a short issue in a just and friendly way, made the three enclosed demands or propositions, and the ambassador being pressed to declare himself clearly and directly to the first of them, to the end the Parliament might then give in an estimate of the sum to be demanded for charges and damages, and thereupon proceed to a cessation of acts of hostility and a restitution of ships and goods, instead of giving satisfaction thereupon, declared upon the last Lord's Day that he had received commands from his superiors to return home to give an account of his negotiations, as also the other three extraordinary ambassadors, and therefore desired audience, as well on his own as their behalf, to take their leave, which they have done all four this day in the Parliament, and are now going to Gravesend to their ships. This being the state of this affair, it is easy to judge (considering also what preparations they are making in the meantime) what the instructions of those people are towards this State, and how necessary and behoveful it is for you and the fleet to put yourselves into a posture most suitable unto this present state of affairs, and to intend with all watchfulness and activity the execution of what you are already instructed in, and what else tends to the safety of this State and the trade thereof, so much endangered and designed upon by our neighbours. And for the better management of affairs a constant correspondence between you and the Council, and your-

self and the other part of the fleet, is to be held (which may be done by small vessels to be constantly sent between to give intelligence as anything doth emerge); otherwise there will unavoidably many mistakes and inconveniences fall out, and great uncertainty in counsel. We having received nothing from you upon your going from Dover road, nor since, do not know what design you are upon at this time, nor what course you hold, neither can the rest of the fleet inform us anything thereof, so that we neither know how to send unto you nor to give direction to the fleet left behind in order to such service as they are capable of. And therefore we desire you to give frequent intelligence to the Council of your proceedings, and where you are probably from time to time to be found, and particularly acquaint us with your resolutions as to Tromp's fleet, whereunto you are in the first place to have respect by your instructions, and endeavour to deliver this Commonwealth from the danger thereof.

30th June, 1652.

191. *July 11, 1652.—ORDERS OF THE COUNCIL OF STATE*

[R.O., Interr. I, 29, pp. 64, 65, 67, 69.]

That Colonel Morley and Colonel Thompson are desired to go forthwith down the river of Thames, to take an account of the several captains and other officers of the State ships, and merchantmen taken up into the State's service, in what condition they are for service, and to give them orders for their speedy sailing to the Downs, to Sir George Ayscue, and in case of any defects to give such directions for the furthering of them as they shall think fit, and to use all means possible to

hasten out the said ships, and one of the Commissioners of the Navy, one of the Officers of the Ordnance, and one of the victuallers, such of them as the said Colonel Thompson and Colonel Morley shall think fit, are to attend them in the said service. And in case they find any of the captains or other officials to have been negligent in their duty, they have power to remove them from their commands and places, to the end that the Council, or Sir George Ayscue, may put others in their places, taking care in the meantime that the ships be not stayed, but that they appoint some person to carry the ships into the Downs whilst other commanders and officers shall be appointed. That instructions be drawn to this purpose.

That the persons aforesaid do take an account of what ships are in the river, and acquaint the Council therewith.

That a letter be written to the Commissioners of the Navy to provide 2 ketches of the best and nimblest sailors, and to send them forthwith to Sir George Ayscue into the Downs.

That it be referred to the Committee for the Ordnance to send to Mr. Scobell for the draft of the Act which was prepared and offered to the Parliament, for the setting on foot and encouragement of the manufacture of saltpetre, and thereupon to prepare a draft of an Act to be offered to the Parliament, which they are to report to the Council.

That it be referred to the Committee for the Ordnance to take an account of all ordnance belonging to the commonwealth, and thereupon, as they shall see cause, they are to contract for such guns as they shall find necessary for the public service, and are to give account frequently to the Council of what they do herein.

That a letter be written to the Governor of the Isle of Wight, Guernsey, Jersey, and Scilly, as also to the officers of ports, and also to the Commissioners in Ireland, to give them an account of what hath happened between this Commonwealth and the United Provinces, to desire them therefore to take especial care that they be not surprised by the Dutch upon any occasion.

That it be referred to the Committee for the Ordnance to appoint some persons to receive such iron shot as shall be borrowed for the use of the navy out of London magazine, in pursuance of the Council's orders of this day, and that the said Committee do take an account of the number and heights of such as shall be lent.

192. *July 1st, 1652.*—*GENERAL BLAKE TO VICE-ADMIRAL PENN*

[The Duke of Portland's MSS. Navy Papers, 1642-1696, fol. 153.
Autograph signature.]

Forasmuch as the fleet is now drawing near the place where the Dutch herring fishery are, you are to give it in charge to the commanders of the ships and vessels of your squadron that when we shall come among the herring busses, they make it their work to fall upon the men-of-war, not meddling with the busses by sending any men aboard of them or commanding any out of them till the men-of-war be secured. That being done, further order shall be given concerning the said fishery. Given under my hand aboard the Resolution this 1st July 1652.

ROB. BLAKE.

193. *July* $\frac{2}{12}$, 1652.—ORDERS OF THE COUNCIL OF
STATE

[R.O., Interr. I, 29, pp. 70, 71, 73, 74, 76.]

That it be referred to the Committee for law and examinations to consider of the draft of an Act for the calling home of all English seamen, and giving them pardon for all things done by them against this Commonwealth, and to bring it into the Council on Monday next in the afternoon.

That a letter be written to Sir George Ayscue to desire him to convoy four ships now bound for Ostend thither at such time as he shall find most convenient, and to convoy from thence four ships now there and bound for London.

That the 150 men which marched towards Ireland out of the Lord General's regiment be remanded back again to the regiment, and that three hundred men out of the said regiment be forthwith dispatched to the merchants ships now in Tilbury Hope, to be put aboard them to enable them to go into the Downs; and that that regiment be recruited to the number of 2,000 men, for the doing of which the Lord General is desired to give speedy order.

That the Lord General be desired to make up the three hundred men (now ordered to be sent to the merchants ships in the Hope) seven hundred, for the speedy dispatching of the said ships into the Downs.

That a letter be written to the Commissioners of the Navy to desire them to use all possible speed for the hastening out of the ship *Sovereign*.

That a letter be written to the Committee for the Army to desire them to advance upon account of the pay of the Lord General's regiment one thousand pounds for the paying of three hundred

men which are now to be put on shipboard for the strengthening of the fleet.

That a letter be written to the Commissioners of the Navy to desire them to appoint some boats to be at Whitehall at ¹, to take aboard them three hundred landmen which are to go aboard the merchants ships now in the Hope.

That the Judges of the Admiralty and Doctor Walker² be sent unto to prepare some qualifications and limitations to be given to such as shall have letters of marque and reprisal granted unto them, and to bring the same to the Council on Tuesday next.

That Captain Pett be directed to build the frigate which he is now going in hand with, one hundred and fifteen foot by the keel.

That Mr. Peter Pett, one of the Commissioners of the Navy, do take care to fit out to sea the ship Sovereign with all speed.

194. *July* $\frac{2}{12}$, 1652.—*LIEUTENANT-ADMIRAL TROMP TO THE STATES-GENERAL*

[Archives of the Hague. Translated.]

High and Mighty Lords,—We have to-day safely received the two dispatches of your H.M. of $\frac{\text{June } 26}{\text{July } 6}$ and $\frac{\text{June } 28}{\text{July } 8}$ as well as the duplicate, together with three extracts to the same effect from the resolution taken in your H.M.'s meeting, of the same date,³ upon our dispatches of $\frac{\text{June } 23}{\text{July } 3}$ and $\frac{\text{June } 24}{\text{July } 4}$. By this your H.M., by a later resolution and fresh deliberation, order us to do all that is mentioned in the instruction and resolution sent to us on $\frac{\text{June } 23}{\text{July } 3}$ —and amongst other things that we shall let slip no

¹ Blank in orig. MS.

² Practising before the Admiralty Court.

³ Of $\frac{\text{June } 26}{\text{July } 6}$. See No. 184.

possible opportunity of attacking the English fleet wherever they are to be found. After receiving the aforesaid dispatches and resolutions, Captain Johanes Michielszoon, one of our scouts, came in. Yesterday, at noon, within sight of the Foreland, he had taken a small English vessel belonging to Dover, which had sailed from the Downs in the morning, and which we have sent to Zealand to-day. By this means we learnt with certainty that the whole English fleet has gone to the North, and that only the Admiral who came from Barbados¹ is lying in the Downs with some prizes. It was therefore resolved that we should make all sail from these coasts to the North with our whole force—namely, 83 men-of-war, great and small, and 9 fireships. The latter cannot well stand the sea, and are but ill provided with rigging and tackle, as three captains have complained. We shall conduct ourselves from time to time according to the information we get. We leave here the yacht, the Gloeyenden Oven²—the captain of which is Adrian Janszoon—cruising before the Wielings to inform all the ships which may be looking for us that they are to keep by the Wielings for orders from your H.M. or instructions from us; unless they have certain news where the flag is for them to join. Lastly, High and Mighty Lords, with wishes for your H.M.'s long health and for the fortunate and prosperous government that God may be pleased to give you, we remain always

Your H.M.'s humble Servant,

M. HARPERTSZOON TROMP.

In the ship Brederode, lying near Blankenberg,
the $\frac{2}{12}$ July 1652.

P.S.—After writing this, we received your H.M.'s duplicate and the resolution taken on $\frac{\text{June } 29}{\text{July } 9}$ in

¹ Ayscue.

² 'Glowing Furnace.'

your H.M.'s meeting, upon the postscript of our dispatch of $\frac{\text{June } 28}{\text{July } 8}$,¹ upon which I shall regulate my conduct to my uttermost power. It shall be laid before the Council of War, and be the rule of all under our command, of which you may depend. We shall (as was said before) make all sail for the North, and may God please to grant us good success.

195. *July* $\frac{3}{13}$, 1652.—*ORDER OF THE COUNCIL OF STATE*

[R.O., Interr. I, 29, p. 80.]

That it be referred to the Committee of the Admiralty to examine the defects in the victualling of the merchants ships taken on to the State's service, and report their opinion to the Council what they think fit to be done thereupon.

196. *July* $\frac{3}{13}$, 1652.—*THE COUNCIL OF STATE TO GENERAL BLAKE*

[S.P. Dom. xxiv. 63.]

Sir,—Before the Council had received yours of the 28th of the last month, off Flamborough Head, 24 leagues towards the East, they had writ at large unto you, and thereby given you the state of affairs as they now stand between this Commonwealth and the Dutch, which dispatch was sent both by Yarmouth and Newcastle, and hope it will safely arrive with you; thereby you will further see the justice and necessity of having recourse unto, and making use of, all such means and ways of force as Providence hath put into our hands for the defence of this Commonwealth against the attempts and designs of the Dutch, and to put the fleet into

¹ This I have not seen.

such a posture as may be most serviceable to those ends. Since we have heard of your going northward with the fleet, we have endeavoured to send out the ships in the river to reinforce Sir George Ayscue to enable him for service, but find it more difficult than was expected. You will receive herewith such intelligence as we have out of the Low Countries. We hear likewise that Rupert's fleet is in the West, holding his course towards Brest in France, as you will see by the enclosed letter. We do not yet hear where Tromp is.

3 July 1652.

197. *July 3, 1652.—COLONELS MORLEY AND THOMPSON TO THE NAVY COMMISSIONERS*

[B.M. Add. MSS. 18986, fol. 21.]

These are in pursuance of an order of the Council of State to us directed, to authorise you to hire and take up two ketches for the service of the State, and having so done, you are to give them orders to fall down to Sir George Ayscue in the Downs, and observe such orders and directions as he shall give them for the service of the Commonwealth ; and for so doing this shall be your warrant.

Given under our hands at Gravesend the 3rd day of July 1652.

H. MORLEY,
GEORGE THOMPSON.

198. *July 3, 1652.—SIR GEORGE AYSCUE TO THE EARL OF PEMBROKE AND MONTGOMERY, PRESIDENT OF THE COUNCIL OF STATE*

[Bodl. Lib. Tanner MSS. liii. fol. 86. Autograph signature.]

I received the Council's express this morning of the first present, and shall, according to their com-

mands, give them frequent accounts¹ of what I can understand may be fit for their knowledge. As for the motion of Van Tromp, I have acquainted your Lordship in my former expresses how unable I am to gain an account of it, in regard I have neither smack, ketch, or any other small nimble vessel fit to perform that service; and therefore I humbly desire that the Council would be pleased to order me one or two such vessels as I have before mentioned, for they may be of very great use to gain intelligence.¹

My Lord, I shall humbly acquaint your Lordship that on Thursday last I had advice of thirty or forty Dutchmen homewards bound, with four men-of-war for their convoy, and some of the merchantmen being of considerable force, and hearing they were very near the Narrow between Dover and Calais, I presently weighed with nine sail, and stood over for the coast of France, where by that time it was light on Friday morning. Some of our headmost ships came up with the Dutch fleet. Most of them made little or no dispute; twenty-six of them ran directly on shore upon Calais sands, five we took and two more we got from the shore, so that we have taken seven in all and burnt three. I believe the most of them will never be able to get off again, being very deep ships. The French, after their being on shore, did their best to defend them from us, the Dutch having left their ships and run on shore; but I conceive what the French did was for themselves, for when they came on board they cut holes in many of them, plundering and carrying away the goods in carts. Many of the Dutch ships were likewise so galled by your ships that they cannot possibly be able to get off; besides, the wind

¹ The paragraph ending here is omitted in the copy published in the *Weekly Intelligence*, p. 522. B.M. Press Mark E, 670, 7.

that now blows hard will be as destructive an enemy to them as their French friends.

Captain Packe, Captain Jordan, and Captain Wright pursued those that ran away, being about eight sail, but were not able to overtake but one of them, which was a very rich ship, who very stoutly defended herself against Captain Wright, who behaved himself very gallantly, there being a very hot dispute between them, whilst Captain Packe and Captain Jordan pursued the rest. The Dutchman was at last forced on shore and burnt about a league to eastward of Gravelines, but with the loss of eight of Captain Wright's men and about five or six and twenty very much wounded, whereof Captain Wright himself hath lost his leg with a great shot, and few or none of his officers but are wounded. We are now all returned into the Downs excepting Captain Wright, in the John and Elizabeth, whom I have ordered to go into Dover to have his ship new fitted, being very much torn and spoiled in the fight.

¹ My Lord, if we should send up these prizes for London they will require more of our men than we are able to spare, and therefore, unless the Council shall give further order, I think to send them to Dover, where we can secure our men's return. My Lord, in regard I shall almost every day send expresses to you, I shall not at present trouble your Honour further, but rest

Your Lordship's most humble servant,

GEORGE AYS Cue.

On board the Rainbow in the Downs : July 3rd, 1652.

P.S.—My Lord, I had almost forgotten to give your Lordship an account from whence this fleet

¹ The paragraph beginning here is also omitted in the published copy, and for it is substituted the following : 'This fleet of Dutch came from Tortados in Portugal,' the words being placed before the signature instead of in a postscript. See note 1 on next page.

came, which was from Fort d'Outaõ,¹ in Portugal, most of them laden with salt and oil, excepting the merchantman fired by Captain Wright, which came from the Straits.

G. A.

199. *July* $\frac{4}{14}$, 1652.—*ORDERS OF THE COUNCIL
OF STATE*

[R.O., Interr. I, 29, p. 81.]

That it be referred to the Committee for the Admiralty to send a physician and a chirurgion to visit Captain Wright, and to minister to him, &c., towards his recovery in respect of his late wounds.

To take order for two or more ketches to be forthwith provided and sent to Sir George Ayscue for intelligence, and to take an account from Mr. Thurloe of the orders already made for that purpose and what is done thereupon.

To consider how some additional strength may be sent to Sir George Ayscue, and for guard of the seas, and to send for and confer with some merchants and such others as they think fit to advise with upon this occasion.

To inform themselves from Lieutenant-General Fleetwood or Colonel Ingoldsby what more soldiers are in readiness to go for managing of the ships upon the river,² and taking an account from Mr. Coytmor, if he be come home from the ships, of the condition of them to give order as they shall see cause.

¹ In the MS. the name is given as Tortudos. Fort d'Outaõ is at the entrance of Setubal harbour. Admiral Bridge, who suggested the name given in the text, tells me that he remembers having seen several small English vessels in that harbour of Setubal, where they had come for salt.

² This shows that the soldiers were to take part in working the ship, so far as they could, as marines do now, though they do not go aloft.

200. *July $\frac{4}{14}$, 1652.—THE STATES-GENERAL TO
LIEUTENANT-ADMIRAL TROMP*

[Archives of the Hague. Translated.]

The States, &c.

You will understand by the bearer of this, the skipper, Job Martenszoon, the information which we have received of the position of the English fleet. Moreover, we were informed that you and your fleet could not advance northwards with this northerly wind—to the same effect as we had learnt from your dispatch of the $\frac{2}{12}$ of this month—and that there are still some English ships lying in the Downs or thereabouts. We have therefore thought right, after deliberation, to ask you to consider whether, if the wind remains in such a quarter that you are still unable to sail northwards, you with your fleet might not, for the good of the service of the country, betake yourself to the English coast, and attack the English ships which may be lying in or about the Downs, and there attack, destroy, or capture them, and at the same time set free from them the ships of the inhabitants of this land taken by the English:—yet so that, if the wind should change, you should not delay taking any opportunity whatever to come up with the main body of the English fleet, and so to deal with it as we have repeatedly directed you; leaving the aforesaid matters to your good direction, so to comport yourself as opportunities arise, and as befits a soldier and sailor. Praying God Almighty to bless with good success that which you shall undertake in accordance with the plan we have at heart, and commanding you to His holy protection.

Written at the Hague : July 14, 1652.

201. *July* ⁵/₁₆, 1652.—*ORDERS OF THE COUNCIL
OF STATE*[*R.O.*, *Interr. I*, 29, pp. 83, 84.]

That Mr. Thompson, one of the Commissioners of the Navy, go forthwith down the river of Thames to hasten the ships taken into the State's service unto the Downs, and to remain there until he sees them all gone, and to give an account every day unto the Council of this service.

That a letter be writt[en] to the Commissioners of the Navy to hasten out unto the Downs the first ships yet in the river, and to take care that they be furnished with all things necessary for their fitting out, and that no time be lost herein.

That a letter be written to Sir George Ayscue to let him know that the Council gives him leave for some days to come ashore and take physic for the recovery of his health, provided he take care to leave the command of the fleet in the hand of some able and fit person.

202. *July* ⁶/₁₆, 1652.—*ORDERS OF THE COUNCIL
OF STATE*[*R.O.*, *Interr. I*, 29, pp. 85, 87, 89.]

That Colonel Morley, Colonel Thompson, and Mr. Scott be desired to go down to Tilbury Hope to hasten out the ships now there to join with the fleet under the command of Sir George Ayscue.

That the list sent from the Officers of the Ordnance of guns to be put aboard the Sovereign be referred to the consideration of the Committee for the Admiralty.

That it be referred to the Committee of the Admiralty to consider into what way it will be best to put the sale of such goods as have been lately taken from the Dutch, and to offer their

opinions herein to the Council, and the Committee is to meet this evening and report their opinions hereupon to the Council.

That a letter be written to Sir George Ayscue, and to the Commissioners of the Navy, to desire them to hasten out the fire-ships and the remaining men-of-war still in the river, and to inform themselves what the causes of their stay are and in whom are the defects, and are to certify the same to the Council.

That direction be given to the collectors for prize goods to make sale of the oranges and lemons and other perishable goods which are aboard the ship Abraham's Offering, which was taken from the Dutch, and was brought into Weymouth.

203. *July* $\frac{5}{15}$, 1652.—*THE STATES-GENERAL TO
LIEUTENANT-ADMIRAL TROMP*

[Archives of the Hague. Translated.]

The States, &c.

We have received to-day the circumstantial report of our Extraordinary Ambassador,¹ who has arrived from England this day, which we understand to have been given you by word of mouth on board the fleet; and we are by that report more and more confirmed and perfectly assured of the ill intention of the English with respect to this State and its good people; and we have therefore resolved to make this known to you, and also to write to you that it is our serious opinion, final intention, and absolute good pleasure that you should take all humanly possible means to put in execution our resolutions made known to you from time to time, and so to acquit yourself as shall be fitting for a soldier and seaman, and as you shall and

¹ Pauw.

can answer to us. We, on our part, do not doubt that before you receive this letter you will have done your duty in every respect to put these orders in force. We cannot, however, conceal from you that we from time to time have received pertinent advices that the fleet of the Commonwealth of England has not long ago sailed northwards, and we understand that it is in such [a state of preparation]¹ that we trust that with the blessing of God Almighty you will be able, according to all human calculation, to overpower it with the force you have. For this we pray the Almighty, &c.

Written in the Hague : 15 July 1652.

With this goes a triplicate and quadruplicate of our yesterday's dispatch to you. We still persist in standing by its contents, and in the opinion that you should communicate this order of ours to your council of war, to encourage them as you formerly did.

204. *July* $\frac{6}{16}$, 1652.—*LIEUTENANT-ADMIRAL TROMP TO THE STATES-GENERAL*

[Archives of the Hague. Translated.]

High and Mighty Lords,—[I have received]² a dispatch from your H.M. of the $\frac{2nd}{12th}$ of this month, and with it a copy of the dispatch written to your High Mightinesses on $\frac{June\ 30}{July\ 10}$ by the committee of the councillors of Zealand concerning the declaration of Stephen Isaacszoon, the skipper of a

¹ 'Geustetueert' (*sic*) in MS. Perhaps it should be 'gerustet.' The meaning would seem to be that it was in such a bad state of preparation, &c. ; but there is no reason to think this to have been the case, and some other expression may have been intended by the Dutch writer.

² In the original the verb has been omitted from this long sentence.

herring-boat of Veere, who had seen the English fleet near Wells on Sunday, $\frac{\text{June } 27}{\text{July } 7}$ (as was advertised to me late on the evening of $\frac{\text{June } 30}{\text{July } 10}$ in the same way), which your H.M. thought good to send as for our information. Late in the evening of the same day, $\frac{\text{June } 30}{\text{July } 10}$, there arrived from Flushing and Veere, two ships with ammunition, which we divided amongst us on the $\frac{1\text{st}}{11\text{th}}$, and in the morning of $\frac{2\text{nd}}{12\text{th}}$ set sail (according to my dispatch of that date) to betake ourselves with all speed to the north, but up to the present have been hindered by contrary winds.

We have also two dispatches and two resolutions of the $\frac{3}{13}$ about the rank¹ and proceedings of Vice-Admiral de With, besides two dispatches of the $\frac{4}{14}$, together with a memorandum referred to the assembly of your H.M. by Job Maertenszoon, a fisherman coming from Ireland, concerning the matter of the English fleet.

In these dispatches you ask me to consider whether, if we are kept back longer by the northerly wind, we should not rather for the service of the country betake ourselves, with the fleet accompanying us, to the coast of England, and attack the English ships in and about the Downs, destroy and take them, and set free the ships of this State captured by them; yet so that, on the change of wind, no opportunity should be neglected to make our way northwards against the main body of the English fleet, and so to act as is commanded in the dispatches of your H.M.

What we yesterday resolved in that matter (the wind continuing northerly) your H.M. may see by the enclosed copy of the resolution of the council of war, which was being put in execution forthwith,

¹ Apparently his appointment as Vice-Admiral.

when the wind and weather changed, and became variable with calms, as it still is, so that if the weather and wind are favourable, we shall not fail to do everything, after the fashion of soldiers and sailors, which (with the advice of the chief officers and the council of war of the fleet) shall be found to be to the service of the country, in one way or the other.

Vice-Admiral de With came to us yesterday night, with eight ships, which are, as he says, very foul and scantily manned, so that, with these, our fleet is composed of ninety-four ships of war and ten fireships, which we fear will sink and have their sails blown away.

With this we end, &c.

Dated on board the ship Brederode, the
16 July, 1652. Bound for the north.

(Inclosure.) Resolution.

Lieutenant Admiral Tromp, with the members of the council of war, upon the certain knowledge we had received that Admiral Blake and his fleet had sailed for the north, unanimously resolved on the $\frac{2}{12}$ of this month to make all haste thither in order to seek for the aforesaid fleet and to do it every damage and to hinder (so far as is possible) the harm that it may have purposed. Since then we have put forth all our powers to get to the north, yet being hindered by the north winds and being seriously recommended and charged in your H.M.'s letters not to lose any time whatever, but vigorously with all diligence to attack and damage the English fleet, wherever it was found, without making any distinction of place, and having been surely informed that there are lying in the Downs seventeen or eighteen Parliament ships, more or less, we have determined and resolved to attack

them without any delay, if the weather and wind are favourable, and if it be possible, to destroy them with the excellent order in which we already are and in which we expect to be.

In the first place, we have resolved that the Admiral with his squadron, united with that of Vice-Admiral John Evertsen, and with all the fire-ships, shall enter the Downs to make the attack ; and that Vice-Admiral de With, with his squadron united with that of Rear-Admiral Pieter Floriszoon, shall keep themselves in reserve before the Downs¹ if we come in by the north entrance, and if we enter by the south shall take up their position at the north end of the passage between the Quern and the Goodwin Sands, and in every event to use soldiership and seaman-ship. Done and resolved on board the ship Brederode this 15 July 1652.

Subscribed by

Marten Harpts. Tromp	John Evertsen
Witte Cornelisz. de	Pieter Floriszoon
With	Cornelis Evertsen
Augustyn Balch	G. de Wildt
	Pr. Schellinger
	Jan. Thyssen
	B. Cramer
	Philip Joosten
Sr. Jansz. de Munnich	Cornelis Engelen
Adryaen Niclaesz.	Jan van Nes
Kempen	Jan de Liefde
Jacob Ariensz. Pensel	Barent Prs. Dorrevelt
Lambert Pieterszoon	Arent Dircxzoon
	Jacob Paulus Cort
	Gysbert Malcontent
	Gerrit van Lemnien

¹ 'Onthouden voor in Duyns.' Perhaps some words have been omitted. At all events, it is plain that these squadrons were to block up the southern entrance to the Downs.

205. *July 17, 1652.—ORDERS OF THE COUNCIL OF STATE*

[R.O., Interr. I, 29, pp. 91, 96.]

That direction be given to the Commissioners of the Customs to take up so many men as may bring about the prizes from Dover into the river of Thames; which men are to be protected from being impressed during the time they shall be upon that service.

That the suspension laid upon the letters of marque and reprisal granted to the administrators of Paulet¹ be now taken off, and so much is to be signified to the Judge of the Admiralty, that the parties concerned therein may proceed upon their letters of reprisal.

That a letter be written to Capt. Harrison to let him know that in case, upon his coming into the Downs, he shall find Sir George Ayscue gone westwards, that he is to follow after him, unless Sir George Ayscue shall have left him any orders to the contrary.

That a letter be written to the Commissioners of the Navy to let them know that there are two hundred landsmen appointed to be sent aboard the ships going into the Downs, to desire them therefore to have so many barges in readiness at Whitehall bridge by ten of the clock to-morrow as may carry them to the said ships.

206. *July 17, 1652.—LIEUTENANT-ADMIRAL TROMP AND OTHER OFFICERS TO THE STATES-GENERAL*

[Archives of the Hague. Translated.]

High and Mighty Lords,—My last was dated yesterday, the 16th, being a reply to the dispatches of

¹ See p. 74.

the $\frac{2}{12}$, $\frac{3}{13}$, and $\frac{4}{14}$ of this month, with the enclosures sent me by your H.M., of which reply a copy is now enclosed, with the confidence that you have already received it.

At this moment we have received your H.M.'s dispatch of the $\frac{5}{15}$, and the quadruplicate of that of the $\frac{4}{14}$, being in substance of the same contents as that which we received yesterday, with the strong confirmation of your H.M.'s good opinion and of your intention, which I at once communicated to the chief officers of the fleet, by all of whom it was resolved dutifully to meet the wishes of your H.M. Whatever occurs, we shall not fail in our duty, and according to the wind and weather we shall serve you in one way or the other.¹

Concluding, &c.,

JOHAN EVERTSEN.

PIETER FLORISSEN.

M. HARP^{TS}. TROMP.

WITTE CORNE[LISZ.] DE WITH.

P.S.—After writing the above the second pink has sent on board dispatches corresponding to those mentioned above.

207. *July* $\frac{8}{18}$, 1652.—ORDERS OF THE COUNCIL OF
STATE

[R.O., Interr. I, 30, pp. 2, 7.]

That Lieutenant-General Fleetwood be desired to appoint some competent number of officers to go along with the two hundred men who are to go this day from London towards the Downs to conduct the said men thither, and see them put aboard, to the end such disorders as happened amongst the

¹ *I.e.* either to attack Ayscue or sail after Blake.

soldiers who were last sent aboard may be prevented from being practised by those who are now going.

The Council being informed by a petition of Thomas Wale, shipwright, of Dover port, that masts for ships and other things necessary for ship carpenters to repair ships with are much wanting in the port of Dover, it is thereupon ordered that it be referred to the Commissioners of the Navy to take the same into consideration, and to take care that convenient supplies of that nature be forthwith sent thither.

208. *July* $\frac{9}{19}$, 1652.—*PROCEEDINGS IN
PARLIAMENT*

[C.J. vii. 152.]

Major Salwey reports from the Council of State that divers merchant ships belonging to the people of the United Provinces, some of which have been brought into the river of Thames, and others put into the port of Dover and some other ports of this nation, that the ships, with their respective ladings, do remain undisposed of. That much of the goods taken aboard the said ships are perishable, and decaying ; and, as the Council is informed, many of them have been embezzled by the Dutch mariners, notwithstanding the care which hath been taken by the Council for the prevention thereof. That, during the time that the said ships and goods shall remain undisposed of, as they are at present, the Commonwealth is, and will be, at great charge daily for the maintenance of the mariners which were taken aboard the said ships, and also for the employing of several officers in taking care of them. All which the Council doth humbly offer to the consideration of the Parliament, that there-

upon such order may be given concerning the said ships as they shall think fit.

Ordered, that it be referred to the Council of State to take into their consideration the business touching the ships in this report mentioned, and the goods therein and mariners belonging to them. And that the Council be empowered to dispose of them as they shall find most advantageous for the Commonwealth.

Major Salwey also reports, from the Council of State, that there having been a necessity of sending aboard the ships in State's service land soldiers, out of the several foot regiments, and as affairs do require further numbers may be requisite to be sent, the Council, for answering this present occasion, have given order for recruiting up those regiments to a number above the establishment. That therefore it be humbly represented to the Parliament that the Committee of the Army may be empowered to pay such recruits as the Council have already ordered, or shall upon the said occasion, from time to time, give order for over and above the present establishment.

Ordered, that this report be referred back again to the Council of State for their further consideration upon the debate of the House, and to report the same with speed.

209. *July 1⁹, 1652.—ORDERS OF THE COUNCIL OF STATE*

[R.O., *Interr.* I, 30, pp. 8-11.]

That a letter be written to Sir George Ayscue to let him know the Council have received his letter, and, notwithstanding the present extremities which are now upon him, the Council do hope that God will bless him with good success.

That a letter be written to Général Blake to enclose unto him a copy of the letter of Sir George Ayscue to acquaint him with the present station of the merchants ships taken on to be an addition of strength to the fleet, and thereupon to leave it unto him to do as he upon the place shall think fit.

That a letter be written to the Lord General to let him know that the Council is informed that a considerable fleet of Dutchmen are upon the coast of Kent, to desire his Lordship to give order to the troop of horse now at Ashford, or any other, to march to and quarter at Deal, for the security of that coast.

That Captain Moulton and Captain Limbery be sent unto to come to Colonel Thompson's lodging in Whitehall by twelve of the clock this night, to be there in readiness to go along with some members of the Council, who are appointed to go to Lee road and towards the Downs.

That a letter be written to the Commissioners of the Customs to let them know that the Council hath thought fit to withdraw the order which was lately sent unto them concerning the Golden Lily of Flushing, and other Dutch ships of that nature, and have left those ships and goods to be disposed of according as the law hath provided in those cases.

210. *July 1⁹, 1652.—ADDITIONAL INSTRUCTIONS FROM THE COUNCIL OF STATE TO COLONEL THOMPSON, MR. SCOTT, AND COLONEL DIXWELL*

[R.O., Interr. I, 30, p. 12.]

1. Whereas by your instructions given unto you the 6th of July last, you were amongst other things to hasten the ships then in the river into the

Downs, the Council, being informed this afternoon of a fleet of Hollanders that may interpose between those ships and Sir George Ayscue, do leave it unto you either to send away the said ships, according to the said instructions, or to stay them in the river, and give such orders and directions concerning them as you or any of you, being upon the place, shall judge best for the service in this present state of affairs.

2. Having given such directions and taken such order concerning the said ships as aforesaid, you are to be resident in such place as may best enable you to hold correspondence both with Sir George Ayscue and the said other ships, to the end you may from time to time advise and order in all things that may fall out in this juncture of affairs.

3. In case you shall find it necessary to raise any part of the county of Kent, power and authority is hereby given to Colonel Dixwell to raise the same by such ways and means as shall be thought most fit and convenient, and to apply the same in a more particular manner for guarding of the sea coast in this time of imminent danger.

You are to give frequent advertisements to the Council of all that shall occur.

211. *July* $\frac{10}{20}$, 1652.—ORDERS OF THE COUNCIL OF
STATE

[R.O., Interr. I, 30, pp. 14, 15, 17.]

That a letter be written to the Commissioners sent down to the ships to acquaint them with the intelligence come from the Downs, and also with the information given in to the Council by Jeremiah Low, of the fleet of General Blake, and also of Tromp's fleet, sailing that way.

That a letter be written to Sir George Ayscue

to enclose unto him the information¹ given in to the Council by Jeremiah Low.

That the Council do adhere to the vote passed the other day, whereby it was resolved that all persons who had already or should have letters of marque and reprisals granted unto them, should be enjoined to carry aboard the ships which shall be set out, by virtue of those letters, the number of twenty guns.

That a letter be written to the Commissioners of the Navy to provide hammackoes¹ for the land soldiers who have been put aboard the fleet with Sir George Ayscue.

That the letter of Captain Clarke, dated from the West Cowes and directed to Captain Moulton, complaining of the neglects of the captain of the ship Francis, be referred to the consideration and examination of the Committee for the Admiralty.

That the paper given in to the Council containing some propositions for ordering the ships in the river be referred to the consideration of the Committee for the Admiralty, who are to meet concerning the same on Monday next in the afternoon, and the Commissioners of the Navy are to be sent unto, to be with the Committee at that time.

That the Judges of the Admiralty do prepare the draft of a qualification or limitation to be given to all such persons as have, or shall have, letters of marque or reprisal granted unto them, whereby they may be restrained from seizing or molesting any of the French fishermen who fish between the coast of France and Sussex in small fisher boats.

¹ The word, according to Dr. Murray, is derived from the Spanish 'hamaca,' of Carib origin. 'Hamacke,' according to the same authority, was a contemporary form occurring in 1626. 'Hammock' is first noted in 1673; 'hammock' in 1723. The last two, however, present only varieties in spelling.

212. *July 10, 1652.—THE COUNCIL OF STATE'S
ADDITIONAL ARTICLES FOR LETTERS OF
MARQUE*

[R.O., Interr. I, 30, p. 17.]

Additional articles unto the former of the 19th of December 1649 agreed on and set down by the Council of State, in pursuance of an Act of Parliament of the 25th of June 1649 for granting of commissions and letters of marque or reprisal against such foreign princes and States, and their subjects, by whom the merchants, owners of ships, and other persons of this Commonwealth have sustained, or shall sustain, loss or damage, as well at sea, in having their ships, merchandise, and goods surprised, taken, and destroyed from them, as otherwise.

Imprimis. That no merchant or merchants, owner or owners, of any ship or vessels, or other person or persons whatsoever of this Commonwealth who, upon their complaint made or to be made unto this Council, according to the said former articles, have obtained, or shall obtain, letters of marque or reprisal against any foreign prince or State, or their subjects and people, shall set forth any ship, man-of-war, or other vessel whatsoever, for the executing of their said letters of marque or reprisals, which shall not be of the burden of 200 tons at least, and carry in her twenty guns at least, saving that it may be lawful for the setter or setters out of such ship or ships, vessel or vessels, to set forth with them any small pinnace or pinnaces, smaller vessel or vessels, to accompany the same for pursuit of such ships or vessels as shall fly from them into, or be in any creek, sands, or narrow places whereinto the said greater ships, or men-of-war, cannot with safety enter or sail. Provided

that no such pinnace or small vessel shall be by them set out to sea by themselves, without one or more of the said greater ships or vessels, and be set forth to attend and wait upon such said greater ship or man-of-war for their assistance, and for the purpose before expressed.

2. That the said greater ships or men-of-war, and likewise the said pinnaces or smaller vessels and every of them, shall be well and sufficiently manned with such number of men, and well and sufficiently armed and furnished with powder, shot, arms, and other ammunition of war, and likewise be well and sufficiently equipped, tackled, and furnished with provisions and all other necessities, proportionable unto the burden of the said ship or ships.

3. That if at any time they or any of them shall discover or discern any ship or ships belonging to this Commonwealth, or to any the people thereof, to be in distress by being in fight or by being set upon, or be taken by any of the enemies of this Commonwealth, the captain or commander of every such ship making such discovery shall with the said ship and company use their best endeavour to rescue, give aid, relief, and succour unto all and every such ship and ships as shall be so distressed, and shall to the utmost of their power labour to free the same from the enemy.

4. That the captains and commanders of all and every such ships and men-of-war so set forth upon letters of marque and reprisal shall with every of their said ships and companies, upon especial warrant from the Parliament, Council of State, or their Admiral at sea, requiring their particular aid and assistance for the public service by reason of any occurrent or special occasion, forthwith yield obedience thereunto and perform such their duty and service as by the said warrant they shall be required.

5. That when any ship or ships, goods, wares, or merchandises shall be seized, taken, and brought into any port, haven, or harbour, of this Commonwealth, by such ships, vessels, or men-of-war, or any of them, by virtue of such letters of marque or reprisal, and shall be adjudged in the Admiralty for lawful prize, or shall by the said court be ordered to be sold as perishable, the same shall be appraised and exact inventory thereof taken and returned into the register of the said court, there to remain for the better keeping of just and due accounts thereof, and answering such demands as shall concern the same.

6. That they keep good order in their ships, that they give frequent advice to the Council of the State where they are, what ships they surprise, with the commander's and ship's names, with what laden and of what force, and that they endeavour to get the best intelligence they can of all matters concerning the Commonwealth, and give from time to time advertisement thereof to the Council.

7. That none of the said merchants, owners of ships, or other persons of this Commonwealth whatsoever, which have or shall have letters of marque or reprisal granted unto them as is aforesaid, shall by virtue thereof seize or take any of the boats or other vessels of any of the French fishermen, nor shall at any time molest, trouble, or hinder the said fishermen in such their employment without special warrant from the Parliament or Council of State.

213. *July 10, 1652.*—*THE COUNCIL OF STATE TO
GENERAL BLAKE*

[S.P. Dom. xxiv. 68.]

Sir,—By the enclosed you will see the present state and condition of things in the Downs as fully as they

are represented unto us. Sir George Ayscue hath with him only sixteen ships, twenty of the merchant ships taken into the State's service being yet in Leigh road, not fully ready for service, although nothing hath been omitted conducing to the fitting them forth. The greatest want now is men, which we hope will be supplied shortly, and thus much we thought fit to signify unto you, for your better information in the management of the affairs under your hand.

18 July, 1652.

214. *July 1st, 1652.—THE BOARD OF ADMIRALTY
OF AMSTERDAM TO THE STATES-GENERAL*

[Archives of the Hague. Translated.]

High and Mighty Lords,—To-day, after the reading of your Lordships' dispatch of the $\frac{6}{16}$ th of this month, touching the granting of commissions against the English, which arrived here yesterday evening, there appeared before us Claes Janszoon, of the Engel, Barend Claessen Spierdyck, and Salomon Claeszoon, of Amsterdam, saying that they and their fellow-owners had prepared their ships, viz. Claes Janszoon, the Engel, mounting seven-and-twenty guns; Barend Claessen, the Gelecton [?], mounting two-and-twenty guns; and Salomon Claessen, a galliot with two to four guns—with the view of trying their fortunes in them as captains of their respective ships against the aforesaid English; wherefore we have thought it right under the circumstances to recommend them to your Lordships, that the necessary commissions may be granted to them, begging that your Lordships will have them made out in accordance with clauses 5 and 6 of the Instructions drawn up for the Board of Admiralty, charging the

said captains accordingly concerning the prescribed oath, the required security, and the regulations as to the bringing up of prizes, so that all may be done in order and without confusion.

Amsterdam : the $\frac{10}{20}$ th of July, 1652.

215. *July $\frac{11}{21}$, 1652.—THE COUNCIL OF STATE TO
GENERAL BLAKE*

[S.P. Dom. xxiv. 69. Sent by the post enclosed in letters to
Leith and Tynemouth.]

Sir,—By the letter last sent unto you from the Council, you were acquainted with such intelligence as was then come to our hands concerning the Dutch in these seas, which we hope ere now is arrived with you. Since that we understand by a letter from Sir George Ayscue, dated the 10th of July from the Downs, that the Dutch have appeared there with a fleet consisting of 102 men-of-war, besides 10 fire-ships, which are divided into 3 squadrons, being not far asunder the one from the other, and are every day in sight of the fleet with Sir George Ayscue. We are informed, from the Governor of Deal, that Sir George Ayscue hath resolved (finding the Dutch in this posture) to put the fleet with him (being but fourteen or sixteen sail at most) as much as he can under the protection of the castle, the fleet of merchantmen under command of Captain Harrison, which were to come unto him out of the river, being not as yet got out, they being now stayed for the completing of their numbers of men, whereby they may be the better enabled to make their conjunction with Sir George Ayscue, which, in the condition they are at present, it is conceived they are not well able to do. This being the sum of the intelligence which is come unto us,

both of the posture of our own ships as also of those of the Dutch, we have thought it necessary to communicate it unto you, that you may be thereby fully informed of the present state of our affairs.

11 July, 1652.

216. *July $\frac{1}{2}$, 1652.—THOMAS CRESWELL TO THE BAILIFFS OF YARMOUTH*

[S.P. Dom. xxiv. 70, I. Copy.]

Great Yarmouth, the 10th of July 1652.

We came out of the Haven about 10 of the clock at night last Saturday, the 10th of July, the wind being at W. until two of the clock in the morning; then the wind came to the N.N.W., we intending then to sail for the coast of Holland about Scheveningen.¹ It fell calm when we were about twelve leagues short of Scheveningen; being about ten of the clock in the morning the 11th of July; and so we returned for the coast of England, having not seen any sails at sea all that time, and came into Winterton roads, and upon the 12th of July, in the morning, the wind being at S.S.W., we plied up without Yarmouth Sands. Stopping the ebb there, we saw three ships coming from the south, and seven ships coming out of Southwold Bay, it being about two of the clock in the afternoon, at which time we weighed anchor and stood after them, and soon after fell with a fleet of ships of about 120 sail, which being to windward of us, we durst not stand too near them, but they steered their course N.N.W., about six leagues off the shore E.S.E. from

¹ Skeveland, MS.

Yarmouth, which ships we take to be the Holland fleet.

THOMAS CRESWELL, of the sloop called the Elizabeth of Yarmouth.¹

217. *July $\frac{1}{2}$, 1652.—LIEUTENANT-ADMIRAL
TROMP TO THE STATES-GENERAL*

[Archives of the Hague. Translated.]

High and Mighty Lords,—My last dispatch was sent off on the $\frac{7}{17}$, with copies of that of the $\frac{6}{16}$ and of the resolution of the Council of War on the $\frac{5}{15}$, giving directions to make for the Downs, to attack the English there, if the wind continued in the North.

Since the $\frac{5}{15}$ we have tried all means to get into the Downs, but were hindered, first on the $\frac{6}{16}$ and $\frac{7}{17}$ by calms, and on the $\frac{8}{18}$, in the evening, when we were in sight of the North Foreland, a strong wind sprung up from N.W., N.N.W., and N., which compelled us to anchor for the night. On the $\frac{9}{19}$ and $\frac{10}{20}$ three fire-ships separated from us, being in danger of sinking; whether they reached land or not is unknown to us, so that of the 16 fire-ships sent to us, only 7 have been preserved, of which three ran the danger of sinking from the badness of the weather.

On the $\frac{11}{21}$, in the morning at daybreak, we were near the North Foreland, with the wind N. and N.W., wind and weather being favourable. We held on for the Downs, to attack the ships lying there, which were about twenty in all, men-of-war and merchantmen. As we passed between the

¹ This copy was forwarded to the Council of State by the Bailiffs of Yarmouth, on the same day, accompanied by a letter (S.P. Dom. xxiv. 70) in which they state that they have sent out Cresswell to the northward to give the intelligence to others he may fall in with. They had sent another sloop southwards, but it had not yet returned.

Quern and the Goodwins it suddenly became calm, so that we drifted backwards and were compelled to anchor. Soon afterwards the wind shifted to the S.S.E. and S., turning to a stiff gale, making it impossible for our ships to beat up against it through the narrows. On this we resolved—that we might not lose the fair wind or waste our time—to shape our course for the North, according to your H.M.'s orders given us in your dispatches of the $\frac{4}{14}$ and $\frac{5}{15}$, to look for the main English fleet, and we pray God that we may do it quickly. As we have no knowledge or clear information where it is to be found, we must search the whole of the North Sea, even as far as Shetland, to protect our fishery and the homeward-bound ships from the East Indies and elsewhere.

Your H.M. have also been pleased to resolve—for weighty reasons—in the same resolution of ^{29 June}_{9 July}, that I, with the fleet under my orders, neither altogether nor in part, shall enter any of the harbours of our own country, either for provisions or for cleansing the ships, but that their H.M. will take good care and give orders on their part that our fleet shall be satisfactorily [and] properly provided with food and other necessities; which resolution I at once laid before the council of war, according to your H.M.'s commands, and charged each member of it to regulate their conduct accordingly.

In this case we are exceedingly disquieted about the manner of taking in victuals; for, besides that it is scarcely practicable to do it in the open sea with so great ships, and that in bad weather a boat can hardly go once in a fortnight from one ship to the other, it is in the highest degree uncertain where the victualling ships are to meet us, as we are unable to appoint a rendezvous at which we can be found, and it is very unwise to let the victualling ships cruise at random to seek us in the North Sea,

as they may come upon the English fleet instead of ours, and so fall into their hands. Moreover, if we miss the victuals and provisions, with eleven thousand or more men on board, who daily consume at least fifty or sixty barrels of beer and as many of water, and above sixty thousand pounds of hard bread in a week, and other provisions in proportion; in such a case (should the wind continue southerly or south-westerly) there would be nothing to do but to make up our minds to disembark the soldiers in Norway or elsewhere (as England and Scotland are hostile), and to see the crews desert and the whole fleet ruined, which God forbid. We have several Captains of the College of the Admiralty of the northern quarters, and others who declare and say that they have no more than three weeks' provisions in their ships, a quantity which will be expended on the voyage from Shetland to the Texel. We understand that a store ship with provisions is sent towards us, but hitherto we have not heard of her, and it may easily happen that she does not find us, so that if we reach Shetland without falling in with her, and if no provisions arrive, especially a good quantity of bread, water, and beer to keep us alive, we shall be compelled to betake ourselves to the harbours of our own country, where I humbly beg you that I may find such pilot-boats as it may please your H.M. to send to us.

Herewith is the list of the ships of war at present with us and the fire-ships accompanying them.

Ending for the present, your
H.M.'s obedient servant,
M. HARPTS. TROMP.

On board the Brederode, July $\frac{1}{2}$, 1652.
Sailing northwards off Yarmouth.

P.S.—After this letter was closed we are informed that Capt. Lambert Pieters, with a ship of

the Directory of Amsterdam, left the⁴ fleet last evening without leave, calling out to Capt. Jacob Paulus Cort that he could not any longer keep his ship above water. This ought to be prevented in time, or it will happen much more frequently, to the great disservice of the country and the weakening of the fleet.

List of the ships of war under the flag of Lieutenant-Admiral Tromp.

[Here follow the names of the captains of 50 ordinary men-of-war, 46 directors' ships, 10 fire-ships, and 3 galliots.]

218. *July* $\frac{1}{2}$ ³, 1652.—*THE BAILIFFS OF IPSWICH TO THE COUNCIL OF STATE*

[S.P. Dom. xxiv. 73.]

Right Honourable,—Having this day received intelligence from the bailiffs of Southwold, in this county of Suffolk, that yesterday in the afternoon they did make about eighty Flemish¹ men-of-war before their town, and although they did their best to keep them off with their guns, yet they took two vessels. This being (as we humbly conceive) a business of great concernment, thought it our duty to acquaint your Honours therewith, we having given notice hereof to the masters of the ships in this harbour, who, we conceive, intend to lie up till they may have a guard, many of their ships being of considerable burden,² and may prove very prejudicial to the Commonwealth if they should fall into the enemy's hands, which we crave your Honours' serious consideration of, together with the security of the coasts. We shall be ready to

¹ *I.e.* Dutch.

² MS. 'burdens.'

acquaint your Honours with what further intelligence at any time may be offered. In the meantime, we remain

Your Honours' humble servants,

RICHARD HAYLE,
RICHARD JENINGES,
FRANCIS BACON.

Ipswich, this 13th July, 1652.

219. *July $\frac{13}{23}$, 1652.—A JOURNAL OF THE MOVEMENTS OF THE FLEETS IN THE DOWNS*

[Printed in 'A Perfect Diurnal,' p. 2019. B.M. Press Mark, E, 796, 1.]

We had from the Downs a particular account or journal of the sea affairs and proceedings betwixt our fleet under Sir George Ayscue and that of the Dutch from day to day, as followeth :—

July the 8 instant, some of Sir George Ayscue's scouts that he had sent to the North Sand Head had returned and gave him advice that they had discovered about 60 sail of the Dutch fleet in the Downs, the wind being N.W., Sir George then riding with part of his fleet in the Downs near Deal Castle, the other part of his fleet in the Hope, but intended towards him, to intercept whom the enemy seemed to design, and afterwards to fight Sir George, which Sir George perceiving sent to those ships in the Hope who were not then so fully fitted for an encounter to remain there till further order; and with those ships he had with him, being under 20 sail, he resolved to fight it out, whatever the fleet that should come to engage him, putting himself in a position accordingly, after the best manner he could. The wind blowing hard that night and the next day, the Dutch made no attempt upon Sir George, whereby he had leisure

to receive aboard him 200 soldiers (part of the foot of the army), which he distributed among his fleet.

July 10.—The Dutch fleet appeared, being reputed 102 sail of war and ten fire-ships, divided into three squadrons, all lying in sight of one another; the Dutch Admiral with one squadron of 35 sail on the back of the Goodwins, 20 sail in another squadron three leagues to the eastward of him, and a third at Long Sand Head, in a posture to intercept our ships that were coming out of the river, and to keep Sir George and those with him from steering westward.

July 11, being the Lord's day, early in the morning the Dutchman perceiving he was prevented in his design upon those coming out of the Channel, who according to order were returned into the river, made towards Sir George, with his fleet divided into two parts from the North Foreland. The greatest body, being about 75 sail, came directly towards him, between the North Foreland and the Brake Head, whilst the other part, being 35 sail, lay upon the back of the Goodwins, ready to intercept Sir George in case he should be forced from his anchor by fire-ships, or endeavour to ply¹ by the South Foreland, the wind being N.N.W., fit for his purpose, only it blew but a little. But the tide of ebb being done and but little wind, the enemy was forced to anchor about a league from Sir George, waiting the advantage of the next tide of ebb to have fallen upon him. Sir G. Ayscue, in the meantime, prepared to receive him, himself, his officers, mariners, and soldiers being full of resolution. That day two platforms were mounted between Deal and Sandown Castle,

¹ As there could be no beating round the South Foreland with the wind in that quarter, this shows that the newspaper correspondent could not have been a sailor.

with three pieces of ordnance on each to annoy the enemy in case of engagement. Two troops of Colonel Rich's horse were come thither also, and some companies of the country's foot, more being on their march thitherward of the militia, both horse and foot. At least two hundred seamen came freely in, and fire-ships were preparing at Dover to be made use for entertaining the Dutch fleet upon their near approach. Whilst things were thus ordered, and both sea and land men expecting with much alacrity and resolution the enemy's falling on, it pleased God that, the wind pending,¹ the Dutch fleet could not come in, and at the tide of ebb it came to S.W., which was of much disadvantage to the enemy; whereupon the Dutch Admiral weighed anchor, and the other part of his fleet also, and stood back again about 5 of the clock to the back of the Goodwins, where they all meeting, steered away, being N.N.E.; since which we have had no account of them.

220. *July 14, 1652.—THE COUNCIL OF STATE TO
GENERAL BLAKE*

[S.P. Dom. xxiv. 74.]

Sir,—The last which the Council received from you was from off Sunderland, since which they have sent two expresses unto you, the matter whereof was to let you know the condition of affairs here and in the Downs, and we hope those are arrived with you. The enclosed intelligence is since come unto us concerning Tromp, whereof you will make your use; as anything doth further occur you shall have it communicated; and we desire you to take the best care you can to give us frequent intelligence

¹ *I.e.* 'falling.'

of your posture, and informations 'how we may from time to time send unto you. We recommend you to the guidance and protection of the Lord.

14 July, 1652.

Sent by the post to the Governor of Leith, 11 at night.

221. *July 14, 1652.—A LETTER FROM THE DOWNS*

[Printed in *A Message sent to Lt.-Admiral Van Tromp*, p. 6, B.M. Press Mark, 670, 12.]

Sir,—I received yours of the 12th instant, wherein you desire to be informed touching the transactions betwixt our fleet under Sir George Ayscue, and the Dutch under Van Tromp; for your satisfaction take this account. Some of the scouts Sir George Ayscue had sent out returned the 8 of this instant July, declaring that they had descried above 60 sail of Dutchmen in the Downs. Sir George then riding with part of his fleet near Deal Castle, the other part¹ was in the Hope, intending towards him. The enemy seemed to design an interception of that party and then to fight. Sir George, knowing they were not well provided for fight, sent to them,² commanding them to continue there till he should send them further order; and with those he had (being not 20 sail) he resolved to fight it out, whatever fleet should attempt to engage him, and prepared himself in the best manner he could to receive them; howbeit there was no attempt made upon him that night, nor the next day, during which time he received aboard him 200 foot soldiers, distributing them amongst his fleet.

On Saturday the Dutch came in sight; we conceived them to be about an hundred and two

¹ Merchantmen fitting out for service as men-of-war.

² *I.e.* the ships in the Hope.

men-of-war, and ten or twelve fire-ships. They were divided into three squadrons, viz., thirty-five sail, with the Admiral on the back of the Goodwin; three leagues eastward of him was another squadron consisting of 40 sail, and the third at Longsands Head, which lay in a posture to intercept our ships as aforesaid, and to keep Sir George from steering westward. The next day being Sunday, very early, the intent of the enemy being frustrated, those ships which were coming forth being returned into the river according to order, he divided his fleet into two parts; the greatest part (consisting of about 75 sail) bore up directly towards Sir George between the Brake Head and Northsands Head, whilst the rest of the fleet, being about 35 sail, lay upon the back of the Goodwin to intercept Sir George, if their fire-ships should constrain him to quit his anchors. But the tide of ebb being done and but little wind, the enemy was compelled to anchor about a league distant, expecting the opportunity of the next tide of ebb to fall upon Sir George, who, knowing that both his officers, marines, and soldiers were filled with courage and resolution, prepared himself for their reception. In the meantime six pieces of ordnance were mounted on two platforms between the castles of Deal and Sandown, which might annoy the enemy if he should engage. The Militia of the country, both horse and foot, were also on their march thitherwards.

Whilst all things were thus disposed, and our soldiers, both seamen and landmen, with great cheerfulness and courage attended the falling-on of the enemy, the wind turned, so that the Dutch could not come in as they intended, and at ebb it came to south-west, which was very disadvantageous to the enemy, who, finding that Providence

fought against them, weighed, and stood back again to the back of the Goodwin about 5 o'clock, where meeting altogether they steered away.

I cannot omit to tell you that above two hundred seamen, to show their good affection and zeal to the Parliament, came voluntarily and freely in to assist our fleet; there were also divers fire-ships preparing at Dover, to be made use of for entertaining of the Hollanders' navy had they approached any nearer. They thought to have performed wonders upon our fleet here in the absence of General Blake, but the Lord was pleased to disappoint them and to bring to nought their counsels.

From the Downs, July 14, 1652.

222. *July* $\frac{1}{2}$ ⁵, 1652.—*GENERAL BLAKE TO VICE-ADMIRAL PENN*

[The Duke of Portland's MSS. Navy Papers, 1640-1696, fol. 157. Autograph signatures.]

There being many hundreds of Dutch officers and seamen lately taken dispersed abroad in the fleet, and there also being great numbers of our seamen disposed into the Dutch men-of-war, whereof no perfect cognisance hath yet been taken: These are therefore to desire you forthwith to cause strict inquiry to be made into all the ships and vessels belonging to your squadron, to know what numbers of Dutch there be aboard the several ships, and how many English are taken out of them for the manning of the said men-of-war, and in what ships they be; and likewise how all the ships of your squadron be at present manned, to the end that an orderly and equal distribution may be made of the said Dutch officers and mariners which may be with the least disabling of the several respective ships of the fleet, and the best advantage to the

whole. This being a business of consequence and that requires haste, I desire you will use all possible diligence therein that so a speedy, just, and impartial account may be given of the same for attaining the ends aforesaid. Given under my hand aboard the Resolution this 15th day of July, 1652.

ROB. BLAKE.

You are likewise desired to cause inquiry to be made for what wounded Dutchmen are still aboard any the ships of your squadron, as also what number of Dutch here be that are unfit for service, old men or boys.

ROB. BLAKE.

223. *July 1/25, 1652.—A LETTER FROM YARMOUTH*

[Printed in *Several Proceedings*, p. 2306. B.M. Press Mark, E, 796, 2.]

The Hollanders' fleet on the 3rd of July instant, upon an exact survey of them, were in number about 92, whereof 16 were fire-ships and 3 galliot-hoys, and about 10 small frigates about 8 or 10 guns apiece; about 20 of them were good and firm ships, about 30 or 40 guns, the rest ships of a middle size. There were four ships more come to them out of Zeeland. Corn is very dear there: wheat is at 13s. a bushel, English, of eight gallons. . . .

224. *July 1/25, 1652.—THE BOARD OF ADMIRALTY OF AMSTERDAM TO THE STATES-GENERAL*

[Archives of the Hague. Translated.]

We have learnt from a good hand that Lieutenant-Admiral Tromp, being with his whole force off the Downs, apparently to attack or destroy the ships lying therein, on Monday last left that port in consequence of a change of wind, and steered

northwards, as we believe, to follow the main fleet of Admiral Blake, who sailed in that direction a few days before. Upon which, we have ripely deliberated and considered what it would be best to do at this conjuncture for the greatest service to the country and for the benefit of commerce, so that, on the one hand, there might be no hindrance to the pursuit of Admiral Blake, and, on the other hand, in accordance with the proposition made in our dispatch of yesterday, and in another sent off earlier to-day, we should gain freedom for the Eastern and Western trade, and open the Channel for the passage of the merchantmen of these provinces, and at the same time do damage to the English and disturb their trade. We have thereupon humbly determined and resolved to ask your H.M. to consider whether it is not advisable and most desirable that, as speedily as possible, Lieutenant-Admiral Tromp should be charged by a dispatch sent by some pinks of Katwyck or Scheveningen to detach and send to the Sound ten or twelve suitable ships out of the fleet with him under Vice-Admiral De With or some other fitting commander, in order to bring away in security the merchantmen of these lands, who are collected there in a good number from fear of suffering damage, and with them the Northern voyagers who may be found in Vleckeren,¹ and, so far as this may conveniently be done, to bring them hither in safety, and also to damage the English ships as far as occasion may present itself. We trust that the number of ships which will remain under the Lieutenant-Admiral will be sufficient, with God's help, to meet and ruin the English fleet. We further recommend that all the men-of-war which are in readiness in these pro-

¹ Probably the Fleckerö, near Christiansand.

vinces, or being fitted out, shall be hastened off with the utmost speed to the newly appointed rendezvous before the Wielings. And to this object we shall, if it be God's pleasure, be able to contribute, at the furthest within ten or twelve days, wind and weather permitting, 16 or 18 ships and to hold four fire-ships in readiness, if no accident occur. These, being afterwards strengthened with ships of war from other Boards of Admiralty, together with those of the East India Company, will, in our judgment, if they are placed under an experienced and vigilant commander, be sufficient to make head against the forces of the English now in the Downs and the Channel, and to keep the passages open so that they can be used by the merchantmen with ordinary convoy, except that the convoys which are to conduct a body of ships, must accompany them to the extremity of the Channel about Scilly, and a little farther to seaward in the track of [homeward-bound] ships, where they may receive and help to bring into safety the richly laden ships expected from Spain which are mentioned in our last dispatch and in the petition of the merchantmen ; and in the meanwhile they may perhaps do sensible harm to the English merchantmen which must pass that way from the East Indies, Barbados, the Levant, and all parts of the West. All this will be the right way to make their merchants, as well as ours, feel the fruits of this grievous war, which they might otherwise count as a profit to themselves. In this posture we can await the return of Lieutenant-Admiral Tromp, and we can take further measures as opportunities arise. We humbly pray that your H.M. may be pleased quickly to come to a resolution, and write to us your good pleasure, as in accordance with the accustomed wisdom of your H.M. you must understand that the matter is

pressing, and, to content the murmuring community, it is well that it be put vigorously in execution.

Herewith, &c.

In Amsterdam, July $\frac{1.5}{2.5}$.

225. *July $\frac{1.9}{2.9}$, 1652.—A LETTER FROM LANDGUARD FORT*

[Printed in *Several Proceedings*, p. 2306. B.M. Press Mark, E, 796, 2.]

By one of the scouts sent out to see I but now received this intelligence, that about 12 hours since he met with a Hamburger bound for Rouen,¹ who informed him that, upon the north of England off Whitby, he met with the Dutch fleet, being 107 sail, and lay aboard of some of them four hours, from whom he learnt their business was to find the English fleet, and their commanding him aboard was to gain intelligence from him as to the motion of the English, but he having not seen any of them could not satisfy them in anything of that kind.

226. *July $\frac{2.9}{3.0}$, 1652.—EXAMINATION OF REINOLD HUDSON*

[S.P. Holland. Copy.]

Norfolk :—Great Yarmouth.

Reinold Hudson, of Dover, in the County of Kent, mariner, informeth upon his oath before us, John Carter and George Spillman, bailiffs, of the Borough and Port-town of Great Yarmouth, in the County of Norfolk, this 20th day of July in the year of our Lord 1652, that he, being master of a North Sea fisher-boat called the Marigold of Dover, and going from out of his fishing-ground with his said vessel, and about three score barrels of herrings, and a thousand fish, to Tynemouth upon Friday the

¹ 'Rhoan,' as printed.

16th of this July, was intercepted, surprised and taken about three or four miles northward of Tyne-mouth, by a Holland man-of-war that was in the Holland fleet there, and was carried to the General Van Tromp, who examined this informer whence he was, and the other captains took away his herrings and fish and other victuals and his clothes, and rifled the vessel, and took away his men, being eight persons, and left only himself and another two boys, but would not part with any of the other eight persons, which were stayed and kept by order of the General to serve in that fleet. And he sayeth that there was half a dozen more of English vessels, fishers and others, taken at that time and rifled by the Holland fleet, and the men kept by them in like manner as this informer's men were.

REINOLD HUDSON.

Taken before us,

JOHN CARTER, }
GEO. SPILLMAN, } Bailiffs.

227. *July $\frac{20}{30}$, 1652.—LIEUTENANT-ADMIRAL TROMP, VICE-ADMIRALS EVERTSEN AND DE WIT, AND REAR-ADMIRAL FLORISSEN TO THE STATES-GENERAL*

[Archives of the Hague. Translated.]

High and Mighty Lords,—My last was written on July $\frac{1}{2}\frac{2}{2}$ off Yarmouth, sailing with a good wind towards the north, of which a copy is enclosed.¹ On $\frac{1}{2}\frac{5}{5}$, off Scarborough, we fell in with the skipper Jan Pieterzoon, of Hamburg, who came on the $\frac{12th}{22nd}$ from Newcastle, bound for Rouen with coals. He had on board the master, Wessel Janszoon Cruys, who had gone out with the flûte the Wassende Maen,² whose captain was Jacob Corneliszoon, of Flushing, in company of the Dolphyn, whose captain was Jan

¹ No. 217.

² Waxing Moon.

Sydrachszoen. Both ships were hired for the service of the East India Company, and sailed from the Wielings on the morning of $\frac{\text{June } 26}{\text{July } 6}$, and were taken off the shoals of Yarmouth on $\frac{\text{June } 27}{\text{July } 7}$ by Admiral Blake's fleet. They declared that on $\frac{\text{June } 29}{\text{July } 9}$ that fleet, as it passed by Newcastle, set them and other Hollander prisoners ashore, who took an opportunity of escaping, and understood whilst they were on board the English ships that their design was against the East Indiamen and the fishery.

On the $\frac{1}{2}\frac{6}{6}$ th in the morning, the wind being N.N.E. and N.E., we had reached the latitude of Newcastle, and since that time we have had the wind settled in the N.N.E. and N.N.W., so that it being impossible to pursue our course to the north, we have stood off and on and cruised between Newcastle and the Farn Islands.¹ We have met some English fishing vessels, some of which we have taken. They are troubled with an anxiety that cannot be sufficiently expressed lest we shall ruin their fishermen, and at our giving over the men to some of our captains who ask for them and complain that they are so poorly manned that they can hardly manage their ships, and at our setting on shore useless old persons and boys.² We have also taken some merchantmen.

Besides, High and Mighty Lords, we find that provisions are growing very scarce in the fleet, and there are even some captains who have no more on board than will last for a fortnight.

[The passage which follows relates to the difficulties of provisioning the fleet at sea in accordance with their H.M.'s resolution of $\frac{\text{June } 29}{\text{July } 9}$, and is practically identical with the remonstrance on the same subject in the dispatch of July $\frac{1}{2}\frac{2}{2}$.—No. 217.]

¹ In the Dutch, De Schassen.

² This seems to mean that the Dutch took the best men out of the English fishing-boats, leaving them only old men and boys to carry them back to the shore.

It would not be unserviceable to consider (if your H.M. resolve to persist in your resolution of ^{June 29}_{July 9} with respect to this expedition) that, under these changed circumstances, all kinds of provisions should be laden in ships on the account of the States, and that there should be a commissary on board each ship, who should deliver over his provisions in due order, and take regular acquittances and keep accounts with each ship, showing what each has received, and also the necessary supplies of sails, cables, and anchors, and of the fittings belonging to each ship or boat, and that the same victualling- and store-ships with plenty of fresh water should be ready, either in Goeree or the Wielings, and that we with the fleet should only just enter the harbour to take the supplies on board in all haste. This should be done in three weeks' time, whether we find the English fleet or not, for unless we have more provisions it is impossible for us to remain at sea.

Moreover, when we have revictualled ourselves in the aforesaid manner we shall have ships extremely foul, and be unable to do good service in them; and we shall also have difficulty with the sailors, as they were hired for a fixed term, and [desire to] eat and drink in their accustomed fashion, which they are not always able to do, for each man wants from 8 to 9 half-pints of beer; if beer is not to be had, water must be given every day, and the bread must be diminished, and we shall also have to refresh our men, or perish by scurvy (which prevails already amongst us) and by weakness.

Yet, with all respect, we wish your H.M. to consider that, if we are compelled to return home with the fleet or are unable to find a port, you should allow us to come with the largest ships into the inlet of Goeree, that we may there scrub the bottoms,

put in new masts, repair the bowsprits, and make good other damages, and also to carry the lighter vessels to Flushing and to clean them. In the meanwhile, the provisions and necessaries may lie ready, so that as soon as the ships are cleaned, the crews somewhat refreshed, and given some advance of pay, and the victuals and stores having been put on board, our ships may at once rejoin the others, and so being supplied with provisions and clean ships, be fit for the country's use and to do better service than with foul ships. This is the best form and manner of fitting them out, for otherwise all that can be done will be bit by bit and confusedly. Yet when we come before the entrances to the Texel, the Maes, and the Wielings, we shall follow such orders as your H.M. shall think fit to leave for us in this anxious conjuncture, when we are actually compelled by hunger to seek the land.

We have been obliged on account of our pressing need to send off the bearer of this dispatch, and, as he is going, have given him the following English merchantmen—an empty boat taken by Captain van der Hulst, of the Admiralty of Amsterdam; a laden ship with coals, mounted with 6 small pieces, taken by Captain Pieter Aldertszoon, of the Admiralty of the North Quarter; a smack laden with ashes for glass-blowing, taken by Captain Corstyaer Eldertszoon, of the Admiralty of Rotterdam.

Herewith, &c., your H.M.'s humble servants,
 M. HARPTS. TROMP.
 JOHN EVERTSEN.
 WITTE CORNELISZOOM DE WITH.
 PIETER FLORIS.

On board the ship *Brederode*, July $\frac{20}{30}$. Sailing northwards, being now about the parallel of the Forth in Scotland.

228. *July* $\frac{21}{31}$, 1652.—LIST OF THE DUTCH SHIPS
TAKEN IN THE NORTH SEA BY GENERAL
BLAKE'S FLEET ON JULY 12

[Printed in French Occurrences, p. 78. B.M. Press Mark
E, 673, 11.]

	Guns
The Paul of Rotterdam, Admiral,	
with	24
The Waterhound, Vice-Admiral	24
The Sampson of Enkhuisen	28
The Arms of Holland	30
The Swan of Amsterdam	28
The Adam and Eve	20
John Baptist	22
The Land of Promise	24
The Katharine	24
Noah's Ark	24
The Calver Slittle	22
The Sampson of Hoorn	24

229. *July 22*
Aug. 1, 1652.—EXAMINATION OF RICHARD
BLOGG

[S.P. Holland. Copy.]

Norfolk :—Great Yarmouth.

Richard Blogg, of Great Yarmouth, in the County of Norfolk, fisherman, examined then this 22nd of July, 1652, informeth upon his oath that he, being in the North Seas upon a fishing voyage with a certain fisher-boat called the Provence Rose, of Yarmouth, about Hartlepool, did see three North Sea fish-boats belonging to Yarmouth taken at sea that day, in their fishing-ground, by some of the Holland fleet, [who] also took out six men out of every vessel, and carried them away, and carried away one of the vessels, but left the other two

vessels with two men apiece in them to bring them home, but took away the masters of all; and he saith that they gave chase also to this informer and another of his neighbours, but they got away by flying, although with loss of their voyages; and, further, he saith that as he came home he saw another ship of Scarborough, laden with coals, and having four guns, burning on the seas within fourteen miles of her home, which had been taken and fired by the Holland fleet, and that they sunk another ship belonging to Ipswich with eight guns, being laden with coals, and took away the men, and saith that there was sixteen or seventeen coble boats taken away by them about Whitby, and they chopped the boats in pieces for firing and carried away the men.

JOHN BLOGG.

JOHN CARTER, }
GEO. SPILLMAN, } Bailiffs.

230. *July 22*
Aug. 1, 1652.—*INFORMATION FROM*
YARMOUTH

[S.P. Holland. Copy.]

Yarmouth, 22 July, 1652.

Van Tromp with his fleet is about Tynemouth. Here is a Dover man come in that was aboard him last week, being taken by some of his other ships, and they taking away all his men to make them serve them; that was his cause he went aboard the Admiral, thinking to have some of his men released by reason he knew some of Tromp's ships, but he could not prevail, but Tromp would have persuaded him to have served, promising very great terms to him, but he refused, and had only his son away with him.

He declares his ¹ ship is an old East India ship

¹ *I.e.* Tromp's ship, the Brederode.

of 56 guns, his Vice-Admiral 36 guns at most, and the whole fleet not great ships, from 20 to 30 guns per ship, and not above twenty sail in the whole fleet above 34 guns per ship, being weakly manned; that they take all English they can, and force them to serve them; they are, as he saith, poorly victualled, some fisher-boats they carry away and some they release; but we are afraid they have taken many.

Many men they have taken out of the cobles of Scarborough and Whitby to serve them. Our vessel sent down that way is not yet returned.

231. *July 22*
Aug. 1, 1652. — *A LETTER FROM GENERAL
BLAKE'S FLEET, OFF SHETLAND*

[Printed in *Mercurius Politicus*, p. 1784. B.M. Press Mark
E, 673, 7.]

We are now on our way to the southward. Six of the twelve Dutch men-of-war lately taken, that guarded the busses, come along with us; the other six are disposed of—three sent to Inverness for the use of Major-General Deane, and the other three, being much shattered, by the advice of a council of war sunk.

In the late dispute Captain Brandley received a shot in his right hand, which is since cut off.

Some soldiers and seamen fell in the action, but not many, which could not be helped, in regard the body of the fleet was not able to get up to second the frigates till the business was over.

Divers Dutch are slain and wounded; nine hundred of them that remained we have still in the fleet till we can dispose of them. The busses are fled, being disabled to attend their fishing.

The number of our frigates that did this service

were but eight against twelve Dutch. This dispute was hot for three hours. Our next work will be to find out Tromp, of which our men are very eager and resolute.

If we meet with him in our passage to the south it will be well ; we had rather deal with him hereabout than upon the coast of his own country among the sands.

232. *July 26*, 1652. — *A LETTER FROM GENERAL*
Aug. 5
BLAKE'S FLEET NEAR THE ORKNEYS

[Printed in *A Perfect Diurnal*, p. 2071. Press Mark E, 796, 15.]

Honourable Sir,—The commanding power of your many favours invites my pen to this paper boldness, to transport a line as a brief narrative of the late proceedings of the navy. Sir, upon the $\frac{1}{2}\frac{2}{2}$ instant the General sent certain frigates to look out before the fleet, who in a short space espied 12 States' men-of-war (the fishermen's guard), one with a flag on the main topmast-head, another with one on his fore topmast-head, with ten others suddenly come up with them. The Vice-Admiral shot at us ; Captain Taylor answered him with a broadside ; then came up five other frigates and engaged them all. The dispute was hot for three hours. Captain Taylor subdued three, and made the fourth strike. They were all taken, some of them being disabled for service and sunk ; the fishermen at the sight thereof fled. I have not time to give you particulars, only the next morning Captain Mildmay took another of 26 guns. We bless the Lord we have little loss of men, for which I question not your forwardness in praise to the God of mercies, under the shadow of whose wings, with your favour, I subscribe,

Sir, your most humble servant.

233. ^{July 26}_{Aug. 5}, 1652.—*A LETTER FROM YARMOUTH*

[Printed in *Mercurius Politicus*, p. 1768. B.M. Press Mark E, 672, 4.]

There have been newly seen near Southwold Bay 6 Dutch men-of-war, who surprised a hoy, and carried her away. They chased another vessel of this town, but missed her. Our spy-boat is returned from Newcastle this morning, and tells us that the Dutch fleet of 100 sail and upward lie at present betwixt Holy Island and the Forth, not so well manned as we supposed, and much scanted of provisions, so that their men are forced already to bait allowance. The most that they have done hath been to seize our poor fishermen, whom they forced aboard their ships with intent to making them fight against England, whether they will or no. It were more honourable to pick out a gallant fleet to deal with than thus meanly to rove and pilfer among petty fishermen.

234. ^{July 26}_{Aug. 5}, 1652.—*THE BOARD OF ADMIRALTY IN AMSTERDAM TO THE STATES-GENERAL*

[Archives of the Hague. Translated.]

High and Mighty Lords,—To comply with your H.M.'s dispatch of ^{July 22}_{Aug. 5}, by which you requested and desired us to inform you how many ordinary men-of-war and convoyers we had in service, and also how many ships of the extraordinary equipment had been hired by us, and where these respectively were to be employed by us in the service of the land, we cannot fail to answer that we have 16 of the ordinary ships in active service, and according to the last instructions framed for the sea in 1649 there

are beyond this number 14 to serve^{4.} for cruising at sea, which were equipped out of the increase of a third part of the convoy money arising in the past year, as well as 22 ships of the present extraordinary equipment, with nine fire-ships and 6 galliots, besides the 4 ships guarding the Rhine and 1 in the Texel. There are also 2 fitted out to guard the sea approaches. Seven of these are in the Mediterranean—namely, those of Commodore Cats and the Captains Anthonis van Zalingen, Davidt Bondt, Hendrick Swart, Dirck Qurynen Verveen, Jan Uyttenhout, and Cornelis Tromp. Sixteen are under the flag of Lieutenant-Admiral Tromp—namely, Commodore Balck, Commodore de Wildt, Captain Marrevelt, Captain van der Zaanen, Captain Revel, Captain van der Hulst, Captain Schatter, and the lieutenant of Captain Huurluyt, Captain Hola, Captain Boermans, Captain Corte, Captain Cramer, Captain Collery, Captain Graeff, Captain Gillis Thyssen Campes, and Captain Jan der Steege. Two in June last sailed to convoy the corn ships to Muscovy—namely, those of Captains Evert Anthonissen and Brederode.

Two more are going to Muscovy or have already sailed—namely, those of Captains Ewont and Hillebrand Jervenssen. Two are at the rendezvous off the Wielings—namely, those of Captains Jan Egbertsen Ooms and Cornelis van Velsen. Six are lying ready to sail in the Texel for the afore-said rendezvous—namely, those of Captains van der Burgh, Zalinghs, van der Aeck, Sweers, Lucas Alberts, and Claas Zaal; two for a convoy to the Mediterranean—namely, those of the Captains Jan Roeteringh and Jan Richewyn—and ten for the convoy to the East—namely, those of the Captains Lapper, Brahel, the ship of Captain Tronquoy,

Hendrick Adriaensen, Huyskens, Schaeff, Willem van der Zaanen, Van Loenen, Pieter van Salingen, and Dirck Pieterszoon Heertjens ; two being fitted out lying between this city and the Texel—namely, Captains Jan van Campen and Dirck Schey ; and three not long ago were stopped and taken by the English—namely, those of Captain Adelaar coming to the convoy from France, together with Captains Croeger and Rogaart, in the defence of the busses.

Herewith, &c.

235. ^{July 26}_{Aug. 5}, 1652.—*COPY OF THE RESOLUTION OF THE CHIEF OFFICERS OF LIEUTENANT-ADMIRAL TROMP'S FLEET*

[Archives of the Hague. Translated.]

We, the undersigned chief officers of the fleet, being yesterday evening close by Fair Isle, at the usual rendezvous (where we were on the watch for the coming of the return fleet from the East Indies), encountered last night an extraordinary storm, which began about six o'clock or half-past in the evening, the wind blowing S. and S.S.E., and the fleet lying E.S.E. and E. ; but from time to time the wind rose to a gale, accompanied with heavy rain. At seven o'clock the rain cleared off a little, and the wind veered to S.E. by S., and we found ourselves close under the cliffs of Shetland ; wherefore, as about twenty more or less of our ships (those which had been nearest the shore) had beaten off from the coast, we were obliged to do the same, and we sailed on the other tack S.W. by W., clear of the land. As night fell the wind blew more directly from the south, and an extraordinary gale came up and increased gradually, until at eleven o'clock we could only sail W.N.W. and N.W. by W., the wind

blowing from the S.W. and S.W. by W., so that it was impossible to sail clear of the land. And the wind blew so strong that we could not tack without the sails being rent or blown into ribbons, or quite carried away, as we had seen in many instances during the day. Being in this extreme peril, and all thinking we must perish on the lee shore, each one did his best for ship and life : some tacked, others ran before the wind. And this morning, of the 92 ships of war there were only 34 remaining, and only one of the seven fire-ships with us. We lost also the victualler, of which Coolbrant, of Rotterdam, was the constant¹ master, with two galliots. And during the night there had come in to us two East Indiamen—viz., the ship Salamander, and the store-ship the Lastdrager, together with four Carribbee traders, and the ship Orangie, the admiral of the East India fleet with the flag, and the ship Breda. These two last were seen by some of our ships—viz., the ship Breda by Commodore de Wilde, and the admiral by Captain Stoffel Juryaenssen (who were themselves in the greatest extremity) wrecked at break of day on the lee shore, as those officers have declared. And these two remaining East Indiamen above mentioned, and the four Carribbee traders made a request for sufficient convoy, but it was resolved to ask them to remain with us for a day or two, in order to await and collect our fleet, and also to fall in with the other East Indiamen who parted company with them on ^{July 23}_{Aug. 2} supposing them to be still in existence ; and if we meet them, to provide them with good and sufficient convoy ; whereupon Vice-Admiral de With was commissioned to announce this resolution to them. They reported that they had resolved to remain with us till the day

¹ 'Gedwyrich,' constant or perpetual. This perhaps means that he commanded whether in the State's service or not.

after to-morrow, and the said Vice-Admiral was to notify the store-ship, the Lastdrager, which was in company. And this was at once done.

Done and determined on board the ship Brederode, this
26th July
5th August, 1652.

(Signed) M. HARPTS. TROMP.
 WITTE CORN. DE WITH.
 JOHAN EVERTSEN.
 PIETER FLORISSEN.
 GIDEON DE WILDT.
 STOFFEL JURYAENSSSEN.

236. July 27
Aug. 6, 1652. — *THE RESOLUTIONS OF THE
 OFFICERS OF LIEUTENANT-ADMIRAL TROMP'S
 FLEET*

[Archives of the Hague. Translated.]

Lieutenant - Admiral Tromp, Vice - Admirals Johan Evertsen, Witte Corn. de With, and Rear-Admiral Pieter Florissen, together with all the undersigned captains, assembled this day and met under the flag, after the calamitous dispersing and unhappy loss and foundering of a great part of our squadron on a lee shore off the S.W. coast of Shetland, on the night of July 25-6
Aug. 4-5 in an extraordinary storm, the wind veering from the S.S.E. to the W.S.W.; together with the ship Orangie, commanded by Dirck Ogel, of Middelburg, laden on its return voyage on the account of the Chamber of Zeeland, and the ship Breda of Hoorn, both lost. There still remain the ship Salamander and the freight-ship that came to us during the storm, all four from the East Indies. We have taken counsel what course it will be best for the country for us to adopt under the sore affliction and calamity with which the hand of God has so manifestly visited us,

whether it may be to seek out our¹ disabled ships that may still be left, and to take the risk of the English fleet, of which Captain Adryaen Kempen, of the *Veere*, brought news from Fair Isle on ^{July 25}_{Aug. 4}, a few hours before the storm, reporting that they had been last sighted on ^{July 24}_{Aug. 3} off Shetland, and are now lying with eighty ships, great and small, in the harbour of Shetland.

Upon deliberation, and in the belief that all the ships which may have come to anchor, and were still in a condition to sail and put to sea, will ere this have departed, and that the others, which were not in a fit state, must all have perished on the lee shore, as it is a rough coast; and also as we have only forty ships now left to us, which in their present condition, almost without provisions and victuals, are not in a position to make head against the English fleet, and to provide a convoy for the East Indian traders:—Therefore, with great solicitude, and after much reflection and deliberation, it was unanimously resolved and agreed that we should repair with the said fleet to our own country, bringing the two East Indiamen aforesaid safely in company, and the four West Indiamen that are at present with us, and that on reaching our own harbours we should proceed to such places as it shall please our superiors to appoint. We shall also leave the frigate commanded by Captain Lambert Bartels, and the remaining galliot, to cruise separately about Fair Isle for the space of 8 or 10 days, to warn all passing ships, Greenland traders, and others passing on the seas, that they may be on their guard against the English ships of war, and also to get tidings of the situation of our wrecked ships, and of such of the crews as may have been able to reach the shore.

Thus it was determined and resolved on board the ship Brederode, this 6th of August, 1652.

M. Harptz. Tromp.	Johan Evertsen.
Witte Corn. de With.	Pieter Florissen.
Albert Claes Graeff.	
Niclaes Marrevelt.	Gideonen de Wildt.
Abraham van der Hulst.	Cornelis Evertsen.
Hector Bardesius.	Pr. Schellinger.
Cerstijaen Cerstyaensen.	Arent Dircxssen.
Adrijaen van Banckers.	Arijaen Niclaes Kempen.
Joris van Zaan.	Philips Joossen.
Cornelis Hola.	Jan van Nes.
Johannes van Regemorter.	Pr. Gorcum.
Jacob Svart.	Jacob Pawels Cort.
Stoffel Juryaens.	Gerrit Femsen.
Aldert Janssen.	Jacob Claesz. Boodt.
Abraham Hendrick.	Gysbert Malcontent.
Pieter Arianssen.	Cornelis van Houtten.
? Tonis Vechters.	Js. Mathysen Campen.
Jacob Aryaens. Pense	Rut Jacobs Buys.
Pieter Aldertssen.	Gerrit Nobel.
Antheunis Post.	Gillis Janssen.
Lambrecht Bartelssen.	Daniel Brackman.

237. *July 27*
Aug. 6, 1652.—ORDERS BY LIEUTENANT-
ADMIRAL TROMP

[Archives of the Hague. Translated.]

Copy of Instruments

Maerten Harpertsen Tromp, Knight,
and Lieutenant-Admiral of Hol-
land and West Friesland,

Herewith commands Captain Lambert Bartels to
sail with the best speed he may with the frigate

under his command round about⁴ Fair Isle and Shetland, in the track of passing ships, to warn all those of our country he may meet with to be well on their guard against all the English ships of war, and to avoid those coasts. The captain is to remain in those parts for the space of eight or ten days, cruising on and off; and if he falls in with any of the ships that belonged to our fleet, he shall inquire of them what news they have of the ships wrecked there, and what crews and ships have escaped; and at the expiration of the above-mentioned period, he shall repair to our coasts off the Texel, the Maes, and the Wielings, and there learn where the flag may be.

Given on board the ship Brederode, August 6, 1652.

Maerten Harperts. Tromp, &c.,

Herewith commands Jacob Janssen Trommel, master of the galliot Tromslager, to repair with the same as speedily as may be to Shetland and Fair Isle, to cruise about in those parts for the space of 8 or 10 days, warning any passing ships he may fall in with, belonging to our nation, to be on their guard against the English ships of war, which they are likely to meet there or elsewhere, and also to avoid those coasts. The said master shall also run into Shetland, and there make all possible inquiries concerning our wrecked ships, their number, and the names of their captains, likewise who may have been saved there, or may have sailed thence, and shall further collect all the particulars he may deem necessary for our information concerning the English fleet and other matters. (With directions for return, &c., as above.)

238. ^{July 30}_{Aug. 9}, 1652.—*LIEUTENANT-ADMIRAL TROMP, VICE-ADMIRAL EVERTSEN AND DE WITT, AND REAR-ADMIRAL FLORIZOON TO THE STATES-GENERAL*

[Archives of the Hague. Translated.]

High and Mighty Lords,—The last dispatch from the undersigned was of July $\frac{20}{30}$,¹ in the latitude of the Forth, as we were sailing northward in diligent search of the English fleet under General Blake. In that dispatch we notified your H.M., amongst other things, of the scarcity of provisions in the fleet, which, taking one ship with another, would, if it were put on the shortest possible allowance, have compelled us to return home within three weeks; for since your H.M.'s resolution of ^{June 29}_{July 9} no provisions have reached us, and we—having received the orders of your H.M. not to bring either the whole or part of our fleet into any harbour of our own country in consequence of the failure of provisions, or necessaries, or in order to clean our ships, but informing us that your H.M. would take care that we were provided with provisions and other necessaries within three months, and that we were to keep our ships clean, hogging² and careening them, so far as was possible at sea—have first employed all imaginable means and done our duties to find the enemy's fleet, and having come, on ^{July 24}_{August 3}, to the latitude of the Orkneys, we saw in the afternoon five ships to the N. or N.E. from us, and chased them with the fleet; but after we had gone after them for some time the ships separated, and consequently our fleet was obliged to give up the chase, and to collect itself lest it should be scattered. As the weather was misty, dirty, and thick, as it

¹ No. 227.

² *I.e.* Scrubbing their bottoms.

often is in these parts, we took a course to the Fair Isle, which we reached at 5, and held off and on during the night.

In the morning of ^{July 25}_{Aug. 4}, the Admiral sent Captains Kemp and van der Veere to Fair Isle, to get news of the English fleet, of the ships returning from the East Indies, and the vessels engaged in the fishing. At 4 in the afternoon they returned on board and gave information, from which we understood that the English fleet was near us, or else in the roadstead of Shetland, especially as they saw a squadron of three ships in the N.N.E. and another of six in the W.N.W., which we presumed to be cruising to look for the East India ships which had not yet arrived. When this news was communicated to the others it was resolved to make this known to all the captains of the fleet by means of the galliots, in order that they might be ready at any time, and we hoped to meet with the English, without delay, either at sea or in Bressay Sound,¹ wherever they might be found, and also to keep an eye on the expected East Indiamen. At 5 o'clock Fair Isle lay to the S.W. and S.W. by S., two miles off, the wind S.S.E. and S.E. by S., our course being E. and E. by N., with a strengthening wind, hard rain, and thick weather. About 7, the rain slackening a little, we were close to Shetland, so that several of our ships which were to leeward had been driven close to the shore,² and could not weather it without great danger. On this we made our way with the whole fleet S.W. by S., so as to sail free of the land. As night came on, the wind shifted to the southward, with an extraordinary tempest, and by degrees got round to the west, so

¹ Bresont.

² This would be Sumburgh Head.

that at eleven it was S.W. to West, and we could but sail W.N.W. and N.W. to W., so that it was impossible to clear the land, and it blew so hard that it was impossible to tack, and it ripped up the sails or actually blew them into shreds, so that before the end of the night they had been quite blown away from those ships which had not good sails. Being in this extreme distress, so that we all expected to be driven on the lee shore or to sink (as Captain Isaack de Jongh, of Delfshaven, whose ship, being filled with water, actually sunk, though six men were miraculously saved by another ship), every one did his best to save ship and life : some tacked and most of them had their sails blown away ; others ran before the wind ; and on the morning of ^{July 26}_{Aug. 5} we were all scattered. We then saw a part of the fleet about us here and there, which we collected, and by the evening were 34 men-of-war strong. Besides, the expected East Indiamen joined us in the night—the Salamander, whose supercargo was Dirck Snouck, and Master Jan Ysbrantoe de Jongh, with the store-ship the Lastdrager, supercargo Willen Byllevelt and Master Pieter Arienszoon, who told us that yesterday evening there had still been with them their commander, Dirck Ogel, of Middelburg in the ship Orangie, and the ship Breda, both of which, according to the declaration of the Commodore Gideon de Wildt and Captain Stoffel Juryaenszoon, had been wrecked on the lee shore, together with some of our ships. They also said that on ^{July 23}_{Aug. 2} they lost sight of the East India store-ship Coning David. There have also joined us four West Indiamen which sailed in company with the ships from the East Indies, all of which begged earnestly for convoy. We resolved to ask them to remain with us, as they did (of which resolution a

copy is inclosed), in order to collect our scattered ships.

On ^{July 27}_{Aug. 6} all the chief officers and captains, who were again collected, being on board, there were 40 sail out of 92 which were with us on the evening of ^{July 25}_{Aug. 4}, so that we missed 52 ships of war, 6 fire-ships, and the supply-ship, two galliots, as may be seen in the accompanying list, in which those marked rejoined the flag near Fair Isle and Shetland, where we cruised for two days without finding any more. How many of them are sunk and wrecked we know not, but presume that many of them, having lost sails, anchors, cables, or having sprung their masts, and received other injuries, and also being ill supplied with provisions, have betaken them to different countries. Moreover, several captains declare that on the morning of ^{July 26}_{Aug. 5} (when the weather had much improved) they saw a good number to the windward under sail, which ought to have joined us unless they took another course, and also saw many wrecks on the lee shore, and sailed by them. The ships with us have also suffered injury in their masts, cables, and in other respects. Finding ourselves so extraordinarily punished by the mighty hand of God, and being exhausted and stopped from our undertaking after we had considered ourselves so fortunate in having received news of the English fleet, and also that the Indiamen had not been taken. Having considered the state of affairs with all the captains, and having unanimously resolved for the best, to make for home with the ships at present with us, including the Indiamen, in accordance with the resolution of which a copy is enclosed,¹ and to leave

¹ It has not been thought worth while to print this resolution, dated ^{July 27}_{August 6}, as it does not add anything to our knowledge.

a fast-sailing frigate and a galliot off Shetland and Fair Isle. Of these proceedings we also send you copies.

On the morning of ^{July 29}_{Aug. 8} we caught sight of a large ship, which proved to be the East India store-ship, the Coning David, which separated from her partners on ^{July 23}_{Aug. 2}. We shall bring her safely with the other ships, and shall meet at a rendezvous off the mouth of the Maas, where we humbly beseech your H.M. to allow us to come, in accordance with whose orders we shall regulate our course with the 39 ships of war now with us, as well as in our conduct to a party of English fishermen which was taken on board our ships for want of men.¹ In the meanwhile all the captains are directed to make lists of the supplies of which they stand in need for three months, that they may be at the orders of your H.M. They are also to send memoranda of the injuries suffered by their ships, &c.

The obedient servants of your H.M.

M. HARPTS. TROMP.

JOHAN EVERSEN.

PIETER FLORISSEN.

WITTE CORN. DE WITH.

The ship Brederode, ^{July 30}_{August 9}, 1652.

239. ^{July 31}_{Aug. 10}, 1652.—A LETTER FROM LEITH

We have now this further and more certain account of the success of our fleet against the Hollanders thus: That General Blake singled out 12 of his ships to engage with 12 Dutch men-of-war who guarded the busses, which, after a hot dispute, being all taken, three of them being made

¹ See p. 380.

unserviceable he sunk, made fire-ships of two, and kept the other 7 for service. He sent away the Dutch wounded men, with their own chirurgion and necessaries, with their busses for Holland. We have heard nothing from Van Tromp since he went northward.

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240. *July 31*
Aug. 10, 1652.—*A LETTER FROM LEITH*

[Printed in *Perfect Passages*, p. 468. B.M. Press Mark E, 796, 18.]

Van Tromp with 125 sail was upon these coasts over against Frazerburgh,¹ ten leagues north of Aberdeen, *July 23*
Aug. 2, and the same day they took a ship of ours of 80 tons and six guns laden with skins, tallow, and hides, worth 2,000*l*. A servant of the merchants who received this loss, went aboard Tromp, who was civil to him, and set him on shore at Frazerburgh, but detained the master and all his men. The man spoke with several Scotchmen and English aboard, and they told him they were going to fight General Blake, but that they would make no great haste in regard they expected 60 sail more to be added to their fleet; but it is conceived the two fleets are met before this. They had only five fire-ships, 115 men-of-war; with five that were galleys, and were to give intelligence. . . .

241. *August*, 1652.—*AN ACCOUNT OF LIEUTENANT-ADMIRAL TROMP'S VOYAGE.*

[Extract from *Hollandsche Mercurius*, 1652, p. 78.]

Lieutenant-Admiral Tromp was on July $\frac{10}{20}$ off the English coast, and divided his force into three squadrons—one of reserve, one near the South

¹ 'Friseborough,' as printed.

Foreland ; he himself intending to enter the Downs from the side of the North Foreland, on Sunday $\frac{11}{21}$, in order to attack Ayscue's twenty-one ships. It was so calm on that day that he could not make any use of his sails, and towards evening the wind shifted to S.S.W. with a stiff breeze ; upon which Lieutenant-Admiral Tromp resolved not to wait there any longer, but to follow the English fleet under Blake to the north, with the fair wind for which he had wished, as he did. Ayscue's ships, as soon as they were beset by the Dutch fleet in the Downs, drew together. Some with the flood-tide betook themselves to Sandwich, keeping close to the shore, and the crews went off to the nearest villages. Upon this a great terror arose along the coast as the Dutch fleet appeared to be come to attack them ; yet their alarm ceased with the departure of the Dutch fleet from their coast, for on Sunday morning there was not a single one of its ships to be seen.¹

On Sunday evening Lieutenant-Admiral Tromp passed close by the mouth of the Thames making for Harwich, and when he arrived off Yarmouth, he sent a dispatch to their H.M.¹ In these parts an English fisherman, with 1,400 cod on board, fell amongst the Dutch fleet, intending to make for Yarmouth (whence he had put out), and when he saw that he was caught he voluntarily presented his cargo, which, being accepted, was divided amongst some of the ships and was very seasonable. The fisherman being brought on board Lieutenant-Admiral Tromp's ship, and (like many others who were taken on the English and Scottish coasts) was allowed to go home in peace. The same courtesy was shown by Blake to the Dutch herring busses.

¹ No. 217.

When a certain fisherman (amongst others) fell amongst his fleet with his buss from Wijck-op-Zee, Admiral Blake made the skipper come on board, and, amongst other discourse, asked him where he was born. He replied, 'At Schiedam.' To this Blake said, 'I lived at Schiedam in my youth for five or six years.¹ Come into my cabin, and let us drink a glass of wine together to the welfare of the town.' When this had been done, after many good words, the Admiral asked the skipper to make over to him two or three tons of herrings of the best quality, which was done at once. Then Blake asked to pay for them, or, at least, to make a present in return for them. On the skipper's refusal, Blake threw a small packet of English money on board the herring-buss. The English sailors, who had taken the herrings, after the skipper had left his buss, took them, by Admiral Blake's orders, and threw them back again, though some ate of them as they stood and found them very tasty. After this Admiral Blake ordered that the skipper should be taken in tow² for that night, and it was with great regret that he dropped him in the morning, the English taking pleasure in seeing the herrings quickly cured, salted, and packed in barrels. Thus the skipper lay at two or three cables' lengths, close under Blake's ship, and got as much as six or eight lasts [of fish], with which he returned home unharmed, and delighted.

The Dutch fleet, spreading itself out widely, made for the north. About Scarborough some of the ships entered Robin Hood's Bay, where they burnt an English merchantman, and drove two others ashore.

At the entrance of the river of Edinburgh, not

¹ A piece of Blake's biography hitherto unknown.

² *Het want uytleggen*, 'to lay out a cable.'

far from Burntisland and ten miles from Leith,¹ is a small island named Inch Keith,² where the water is fresh at the ebb.³ The English were disquieted lest the Dutch should refresh themselves there, or, as formerly the King of Scots had done, come to make a lodgement against the English. They had on July $\frac{10}{20}$ brought over ten brass guns, and 40 men for a garrison, who had raised some platforms and fortifications for their defence.

On $\frac{\text{July } 25}{\text{Aug. } 4}$ Lieutenant-Admiral Tromp was with his fleet between Foula and Fair Isle, where (having the English fleet in sight) he wrote to their H.M. Here happened a notable thing; for God, who directs everything according to His good pleasure, separated the two fleets from one another in that night, as if the Lord would say: 'Both you Admirals shall be deceived of your intention. You who seek your adversary, I will let him escape from you. On the other hand, I will give into your hands the ships on their return voyage,⁴ for whose protection you have come here.' And then, again, to the others: 'You who seek to enrich yourselves like a pirate with your neighbours' treasure, I will this night drive away from it, and make you to return home with your design unaccomplished.' Apparently it was no otherwise; for when the dark night came on the sky was at first clear, and afterwards dark, with a rising sea. The wind shifted from one quarter to another, settling down at last to a storm from the N.N.W., and that with such a din that it was terrible to hear it; but what was far more awful was to see the boiling sea foaming and dashing to the height of a house upon the rocky cliffs of Shetland. Every one, thus seeing his graveyard

¹ In reality $3\frac{1}{2}$ miles from Burntisland, and $4\frac{1}{2}$ from Leith.

² 'Insceit.'

³ 'daer zoet water valt.'

⁴ The East India ships.

before his eyes, did his best to save ship and life by keeping off the danger ; whilst many of the Dutch ships had these rocks to the leeward, they all, except four or five (amongst which were some fire-ships, which, though destined to perish by fire, were now consumed by another element), were preserved, though many ships appeared rather to sink than to drive through the great troughs of the sea, which seemed as if they would swallow up every ship. In the morning were seen two ships, almost uninjured, lying between the rocks, upon which they had been driven, and the hulls of three others and the corpses of their crews were being dashed about. The storm was between $\frac{\text{July } 26}{\text{Aug. } 5}$ and $\frac{27}{6}$. Unexpectedly the three East India ships appeared amongst the fleet—the Lastdrager, the Salamander, and the Coning David, with some others, from the Caribbee Islands. Upon this there was again rejoicing, because they, beyond our expectation, had by God's wonderful providence been brought through the English (who had undertaken this northern voyage for their sake), and had sent them, as it were from heaven, to our men—the true owners. On $\frac{\text{July } 27}{\text{Aug. } 6}$ Lieutenant-Admiral Tromp sent Captain Cornelis Evertsen to Scheveningen to give to their H.M. an account of all that had happened, and on $\frac{\text{July } 29}{\text{Aug. } 8}$ he set out from Shetland with about 40 sail, amongst which was an East Indiaman. He came off the coast on Aug. $\frac{7}{17}$, and was at the Hague on the $\frac{10}{20}$ th.¹ The rest of the fleet had taken refuge in different parts of Shetland. Thus in Scalloway lay 23 ships, in the South-west bay the two East Indiamen and five ships of war, in the West bay seven ships, in Buys Haven² seven ships, and further north lay nine ships more—fifty-one in

¹ Aitzema (*Saken van Staet en Oorlogh*, iii. 722) makes him arrive at the Hague on the $\frac{8}{18}$.

² Perhaps Busta Voe.

all. Some had even gone to Norway, others came home by themselves across the sea, as did also these fifty-one ships, after lying under Shetland for some weeks, having supported themselves on the birds and beasts there. After they had got themselves somewhat in order, and had discovered one another's positions, they set out together, and arrived in the Vlie and the Texel in the beginning of September.

But the English fleet, being to the north of Shetland in the aforesaid storm, had less danger and damage, yet they missed the booty for which they had come. They were scattered by the same storm, as well as the greater part of their supplies, which was here spoiled, which was a great hindrance to them, for, notwithstanding that they were three times provisioned by small vessels from Scotland, yet they were plagued with hunger and much sickness, as also the Dutch, who were kept at sea five weeks longer than the English—nor did they waste much in debauchery,¹ as they were plagued with inflammation of the gall. A certain English sloop—namely, the *Falcon*—one day, coming two or three² out of Wells³—Scotch Islands—after Blake, overpowered three Dutch herring vessels and a dogger, which lay off the Orkneys for fishing, and put a few men in (the sloop being full of pressed Scots), whom he ordered to take them to Blake. When they were at sea they saw Admiral Tromp's fleet, and attempted to escape; but in the night, meeting with the storm, all the taken ships got free, and he himself with great difficulty got back to Wells without meeting Blake. At the time when

¹ 'Hun mede niet seer en verbrasten,' apparently after their return home.

² Perhaps 'miles' is omitted.

³ This is unintelligible, and must be set down to the writer's ignorance.

Lieutenant-Admiral Tromp, from Holland,¹ arrived in the latitude of Scotland with his 40 sail Blake got sight of him, but did not seek to fight with him, but turned aside, as some of his ships, being injured by the sea, were fit rather for careening than for an engagement with the enemy. When Blake was informed by scouts that the Dutch fleet had left the sea clear, he came with his best sailing ships before the Maas, the wind being S.E., and passing it arrived off the Wielings, where some men-of-war of the States were lying. One of these came out to attack two English ones, who, by way of a bravado, made as though they would come somewhat too near; but as soon as they saw that a single ship was coming towards them they made off. Then Blake went over to Yarmouth, where he arrived on the $\frac{11^{th}}{21^{st}}$, and when the Netherland privateers made the coast very unsafe he sent out eight frigates to chase them away. With his 82 ships he had accomplished nothing, except destroying the 12 small convoy ships, scattering the poor fishermen, and taking two Zeeland cruisers, which strayed amongst his fleet, after the English frigates, the Reformation and the Star, had shot them through so that they were ready to sink.

242. August $\frac{3}{13}$, 1652.—*GENERAL BLAKE TO VICE-ADMIRAL PENN*

[The Duke of Portland's MSS. Navy Papers, 1640-1694, fol. 159. Autograph signature.]

Vice-Admiral,—I desire you to give notice to the commanders of your squadron that they repair on board this ship to-morrow morning by 7 or 8 of the clock, that we may together seek unto the Lord and

¹ This can only mean that he originally sailed from Holland, not that he was on the outward voyage.

consider what is further to be done. Likewise to give them notice that if it should before that time prove foul weather, a rendezvous for the fleet in case of separation is, if the wind be northerly Southwold Bay, if southerly taken off the Spurn, which is all at present from

Your affectionate friend,
ROB. BLAKE.

Resolution, 3 Aug. '52.

You are likewise to communicate the word, viz. Patience, Hope.

243. *August $\frac{5}{15}$, 1652.—A LETTER FROM NEWCASTLE*

[Printed in *Several Proceedings*, p. 2357. B.M. Press Mark, E, 796, 16.]

. . . General Blake with his fleet passed by our haven on Monday last,¹ and was met on Tuesday,² off ³ Scarborough.

244. *Aug. $\frac{6}{16}$, 1652. — LIEUTENANT-ADMIRAL TROMP TO THE STATES-GENERAL*

[Archives of the Hague. Translated.]

High and Mighty Lords,—In passing by Scheveningen to-day, I was informed by a fisherman that no news of us has been received for a long time, except by Commodore Cornelis Evertsen who parted company from us lately and arrived in this country on the $\frac{4}{14}$ th. And fearing that your H.M. may not have received our letter of the $\frac{20}{30}$ th July (which we dispatched express to the Texel by Captain Reynst Corneliszoon, Eenarm of Alkmaar, together with three English merchantmen

¹ Aug. $\frac{2}{12}$.

² Aug. $\frac{3}{13}$.

³ Printed 'off at.'

taken as prizes), in which we informed your H.M., amongst other things, of our great distress for want of victuals, which are now so scarce in the fleet that they will last only a few days more, except in one or two ships, from which they are constantly fetched away and distributed amongst the others; which does not help us effectually. We have, therefore, thought it well to send your H.M. a copy of the letter in question of the $\frac{20}{30}$ th July; that, when you have seen it, such orders may be given (if it has not already been done) as your H.M. shall deem proper, and instructions be issued as to what we shall do to keep these present ships with the others, to repair the damages they have incurred, and to provide those that are still with us with ship's stores and victuals; for, unless we receive provisions very soon, each one will be obliged to repair to the ports they sailed from, as three ships apparently did yesterday, sailing without orders, it is believed, to the Texel.

Herewith, &c.,

Your H.M.'s humble servant,

M. HARPTS. TROMP.

On board the ship Brederode, this $\frac{6}{16}$ th August, 1652.

245. *Aug. 7, 1652.—A LETTER FROM WELLS*¹

[Printed in *Several Proceedings*, p. 2358. B.M. Press Mark, E, 796, 16.]

Sir,—After the busses were dispersed by our fleet, six of them were found afterwards sailing between Orkney and the North Firth, the Falcon shallop passing towards General Blake's fleet with men pressed in Scotland, made towards them and took three of them, as many as they could well

¹ In Norfolk.

man, after which myself, with Will. Pickering and two others of the pressed men, and four more to row, made out with a boat with four oars belonging to the shallop, and we seized upon a dogger boat of the Hollanders with twelve men, laden with herrings and cod; but in our passes¹ for England we discovered the Holland fleet, which made us bear up towards the shore, and about four o'clock in the afternoon there fell a great storm, which parted them from the shallop and the other busses. Then we put out to sea, and were beaten up and down for six days and nights, and at last met with our fleet and continued with them three days, and afterwards, being very leaky and not able to keep sail with them, were constrained to leave them, and we were, after coming to England, chased by two men-of-war into Wells, where we arrived, and brought the vessel safe into this harbour.

Wells, 7 Aug. 1652.

246. Aug. 17, 1652.—*LIEUTENANT-ADMIRAL TROMP TO THE STATES-GENERAL*

[Archives of the Hague. Translated.]

High and Mighty Lords,—To-day, about mid-day, an English ketch of Rochester, whose master was John Noret, was brought in, having been taken by Capt. Jan de Raet, of Rotterdam, on the $\frac{3}{13}$ off the Humber.² He had been dispatched three weeks ago last Monday with a letter to Admiral Blake being with his fleet, according to his declaration which I send you. I could not but send you this master with all haste, expressly with one of my pilots, that you may understand from his own

¹ *I.e.* Stretches.

² A conjectural interpretation of 'de honneur.'

mouth what is the situation of Blåke's fleet, and if his story is true (as, according to all appearance, is not to be doubted) your H.M. may consider whether you might not send to warn the Commadore Michiel de Ruyter, of Zeeland, now cruising in the Channel with 20 ships of war and 4 fire-ships, and also in one way or another, to warn the 8 men-of-war, two East Indiamen fitted for war, and 60 merchantmen now lying in the Wielings and destined for various parts, as I am informed by the letter of Commadore Jan Gideon Verburgh. Further, we are longing for the order, telling us when we are to go to be fitted out again and provided of all things necessary.

Ending herewith, &c.,

Your H.M.'s obedient servant,

M. HARPTS. TROMP.

In the ship Brederode, off the Maes, August $\frac{7}{17}$, 1652.

247. Aug. $\frac{16}{26}$, 1652.—*NEWS FROM WESTMINSTER*

[Printed in *Mercurius Politicus*, p. 1815. B.M. Press Mark, E, 674, 6.]

We had an exact account touching Tromp's fleet, given by one who came from Flushing on Friday night last to this effect: That having gone out with 120 sail he returned and is now at Flushing with only 35 sail, wanting 85 of his number. News came that day to Flushing that 42 sail of them were put into the Naze¹ in Norway and to the eastward of it, having many of them lost their heads, bowsprits, and masts. The Vice-Admiral of Flushing affirmed that he saw six sunk by his sides. The two East Indiamen and ten men-of-war more were cast away on the Isles of Orkney, and that

¹ Lindesnaes, printed the Neers.

27 sail more are wanting, and not known what is become of them—so that these 35 brought home by Van Tromp to Flushing, the 42 driven upon Norway by stress of weather, the 16 that were cast away, besides the East India ships, and the 27 wanting, whereof no news can yet be had, do make up the 120 sail carried out by Tromp when he went northwards.

The relation farther is that Tromp on his return came in very melancholy, without shooting gun or wearing flag. It was there said also that the fleet gone westward was a new fleet that went out of Flushing last Wednesday, being about 50 sail, men-of-war, and 15 fire-ships; but they talked of another fleet gone before to the westward, which were supposed to be merchantmen.

248. Aug. $\frac{18}{28}$, 1652.—*NEWS FROM WESTMINSTER*

[Printed in *Mercurius Politicus*, p. 1816. B.M. Press Mark, E, 674, 6.]

This day the letters from Holland relate that forty-five of Tromp's scattered fleet were safe near Shetland, amongst which are four fire-ships and the two East India ships, supposed to be lost; the names of all which ships are also mentioned in a letter sent from Captain Henry de Rael, commanding all that fleet, which letter is printed and published in Holland; wherein it is said that Tromp's whole fleet before the scattering consisted of one hundred and thirteen sail in all. It is affirmed by some letters that Tromp is like to be put by his charge and to be made President of some little Council of Admiralty to be erected anew in Zeeland; if it be so, it is likely he may have leisure to take account of the prizes and purchases which other men shall find,

and having been himself little guilty of such misdemeanours ; or rather he may be laid aside by the States, as not fierce and outrageous enough for their purpose.

They write that they have great expectation of a silver fleet from Spain, and a Greenland fleet, which is said to have six thousand men aboard them ; and the silver fleet is esteemed to be worth about two millions. Nor will their hoped conquests upon the English seas, as it seems, serve their turn ; for they have a good mind to the Barbados, and other the Western English Plantations : for which they are making a company, and intend to put out forty or more ships to sea, and to provide a stock of three or four hundred thousand pounds.

They are advised that they can prejudice England no ways more than to obstruct their fishing in the North Seas, and to meet with the Newcastle coals, the colliers and other petty merchants being so unadvised as rather than lose their market they will venture all without company or convoy. One letter says expressly that all the ships that were missing of Tromp's fleet, except four cast away, were in safety in Hitland, *alias* Shetland, and, together with the two East India ships, are expected home with the first fair wind. Here letters also say that Tromp intended to have visited the English fleet the next day, but was prevented by the great storm which that night overtook his fleet.

Thus you have the true account of the intelligence concerning the fleets as it came at several times to hand, from those that were likely to write and give the best information thereof.

The Dutch have published their Declaration against England.

249. *Aug.* $\frac{19}{29}$, 1652.—*A LETTER FROM YARMOUTH*

[Printed in *Several Proceedings*, p. 2377. B.M. Press
Mark, 796, 26.]

Yesterday there came to this place from Zeeland one Albart Aabarts about exchange of men. He brought hither from thence some of our Englishmen that have been taken by the States' vessels; and he carried away from hence such as have been taken in the prizes we have taken in merchants ships and fishermen.

Amongst those English that he brought from Zeeland, there are some men that are of coble,¹ who gave us informations that there was some of Van Tromp's men, parting from the fleet, were sailed aside somewhere out from the fleet, and after the storm they sent some small vessels ashore without masts; and some were to their knowledge wrecked ashore, and many men lay dead upon the shore, and in those ships which were lost from them [were²] some coble men, but they knew not what was become of them.

But there came news afterwards that 60 sail of the Dutch kept together that parted from Van Tromp at Shot Island,³ which some think stayed behind to waylay our Greenland fleet, and our Iceland⁴ fleet, whereof they have, it is said, taken some already that came away before the rest.

And yet some there are who would make us believe that the States of Holland do quit our merchants vessels that their fleets take, because of one vessel which they freed of the North Sea boats belonging to this town; but that freedom did

¹ Apparently a misunderstanding of the writer's. The men must have been taken out of cobbles, *i.e.* out of boats so named.

² Printed 'neare.'

³ Perhaps Shetland.

⁴ Printed 'Island.'

them no courtesy at all, for coming home she was waylaid by a freebooter with a commission from them, who seized on her presently after she set out, and she was then made prize of and carried to Zeeland.

There is talk that Van Tromp is angry with the States, and says he will lay down his commission and serve against England no more ; others, that he hath high propositions to make to the States ; but some say that the States are very angry, and intend not to renew his commission. There are some that nominate De With, his Vice-Admiral, to be their Admiral for the future, yet some say that he will not serve if Tromp do not, but some question that the certainty of these things time will shortly discover.

I suppose you have heard of the Hart frigate taken by the Dutch ; and another frigate was likewise taken by them near this place to the northwards. There was a report that Captain Coping and the master of the Hart frigate and some eight men were slain, but we since hear that Captain Coping is living.

But we hear for certain that both these frigates were sold presently after they came into Zeeland, and so we hear are divers vessels more that the Dutch have taken of the English which, as reports go, doth raise a considerable trade at Flushing.

We have news that the Dutch send to France and so likewise to Flanders their agents, with moneys and instructions to buy up such ships as they find to be eminently swift of sail, whether they be such as are new built, or old vessels, in plight.¹

On Monday last was sevensnight,² there came out a Dutch vessel from the Brill with four pieces of ordnance, and on the day following Captain Odey

¹ *Sic.*

² August 19.

and Captain King, with two English ketches that went from this road, sailing towards our fleet, met with the vessel from Brill aforesaid, and after about an hour's fight with her took her, and put some English in her, but she was so battered that she sunk presently after, so that four or five of our men were drowned in her, more than could be got out safe, and some of the Dutch also were drowned.

Our vessels or men had but little hurt in the fight ; but after the Dutch had quarter given them, they wounded the master of Captain King's ketch, and that so sorely that he died here in this town the next day of his wounds, and three or four of his men besides. About thirty of the Dutch that were in the prize are here now prisoners, and about 100 more—that were put ashore out of the fleet by General Blake's command—of the Dutch when they passed by here from the northward.

I think we have none left with them now as Zeeland prisoners, neither out of men-of-war, nor merchants, nor others, only some sick and wounded men are left there, but they are carefully looked to in gast houses.

250. Oct. $\frac{14}{24}$, 1652.—*RESCRIPT BY LIEUTENANT-ADMIRAL TROMP TO THE HIGH AND MIGHTY LORDS THE STATES-GENERAL OF THE UNITED NETHERLANDS, TOUCHING CERTAIN POINTS TO BE CONSIDERED ARISING OUT OF THE JOURNALS OF THE CHIEF OFFICERS OF THE FLEET, AND HANDED TO HIM ON THE $\frac{14}{24}$ TH OCTOBER, 1652, BY THE COMMITTEE OF THEIR H.M., WITH A VIEW OF RECEIVING HIS EXPLANATIONS THEREOF*

[Archives of the Hague. Translated.]

The first part of the first of the said points under consideration can, indeed, be answered by a simple

negative, that is to say, that the Lieutenant-Admiral had not entered the Channel on the $\frac{1}{2}\frac{8}{8}$ th of May; but, on the contrary, had run no further westward with the ships under his command than to the entrance of the Straits of Dover; may it please your H.M., however, in defence of the said course, to be informed that the Lieutenant-Admiral on May $\frac{1}{2}\frac{4}{4}$ was with his fleet a short distance outside the Flemish sands, the wind blowing steady and strong from the north.

This [situation] involving some danger, partly because the ships might have been driven up to and through the Straits, and partly by reason that they might have been lost on the Flemish sands, the Lieutenant-Admiral decided to anchor, Dunkirk being, as near as he could conjecture, S.E. by E. 5 miles; because on the $\frac{13}{23}$ rd, in a thick drizzling rain, some of the ships had run over the said sands, and one of them was then missing, which it was feared had been lost.

The Lieutenant-Admiral remained lying there till the $\frac{1}{2}\frac{8}{8}$ th of the month, the wind blowing strong from the North, N.N.E. and N.E. On that day he weighed anchor early in the morning (the wind being north and N.N.E., with moderate weather, and the sea still running high), and gave the order to the fleet to assemble, for some of the ships that had slipped their anchors had drifted further to leeward; all which he did with the intention of cruising in these parts.

While the fleet were collecting, as is said above, Captain Naeuooogh came alongside the Lieutenant-Admiral's ship in his ship's boat, saying that he had lost his anchor in the said rough weather, and a second one at the bows, and that he had been obliged to cut away two cables, and that he had now only two left besides the sheet cable,

and that his anchor stock was all to pieces. Captains Brouwer and Bardesius called to the Lieutenant-Admiral complaining of similar mischances ; wherefore the Lieutenant-Admiral was obliged to alter his said course and intention, and gave orders in consequence for the ships to make for Dover Head and anchor off that place, in order to get to rights and to give one another such assistance as was possible. When the Lieutenant-Admiral came off the Goodwin Sands, where the water was a little less rough, he made a signal to all the captains to come on board, and having heard similar complaints from Captains van Campen and Regemorter, he informed them all of the reasons of his adopting the above-described course, and produced divers instruments and instructions in accordance with which they were to regulate their proceedings in the service of their country.

As, at the same time, several English ships were sighted, lying in the Downs, some scruples were raised in the mind of the Lieutenant-Admiral as to pursuing the course he had proposed ; he therefore dispatched two of his frigates with a verbal message, to salute the English Commodore in the Downs, and to inform him of the reasons of his said intended course, to prevent any umbrage being taken thereat. He meanwhile remained drifting with the fleet, until it should be seen how the said frigates were received by the commander aforesaid in the matter of salutes ; and, continuing in his intended direction, about seven o'clock in the evening the Lieutenant-Admiral came to an anchor off Dover ; and at eight o'clock the two frigates, dispatched as above, reported that they had received a kind welcome from the said Commodore, who had entertained them well, and thanked them for the message referred to above, charging them,

moreover, to greet the Lieutenant-Admiral in his name.

From the Lieutenant-Admiral's said proceedings up to the entrance of the Straits aforesaid is derived the answer to the second part of the said first point, to wit, that as he did not enter the Channel he had no need for the advice of the council of war on that subject, although if the said course had been taken and he had entered the Channel he would not have steered his course thither (as is alleged above) without the advice of all the officers and captains of the fleet, forming the Great Council, within which the council of war has always been included. And as the reasons for anchoring under Dover Head aforesaid had ceased to exist on the $\frac{19}{29}$ th of the month (because the damaged ships had been provided for as well as circumstances would permit), the Lieutenant-Admiral decided to get under sail with the fleet on the smooth water of the ebb and turn of the tide, and to run with the wind E.S.E. for Calais, with the intention of watching and securing our coasts. And he therefore steered a course that would have brought him some way to the east of Calais had he not, about four o'clock off Calais cliff, met Captain van der Zaanen, who made a signal that he wished to speak to the Lieutenant-Admiral. And having come on board for that purpose, the said captain stated that he had come from the Mediterranean with Captain Huyrluyt, bringing with them seven merchantmen with valuable cargoes, worth, so he said, over 5,000,000 guilders; that on the $\frac{12\text{th}}{22\text{nd}}$ of the month he had fallen in with two English frigates off the Start,¹ one of which had called to the said Captain van der Zaanen to strike, or they would sink him; and upon van der

¹ Under Captain Young. See No. 90.

Zaanen's replying that he had no instructions to that effect, the said frigate actually gave him a broadside, upon which they had fought for about an hour and a half, and had then separated. The said van der Zaanen further stated that, in company with the said Captain Huyrluyt and the said merchantmen coming from the Straits, he had anchored on the $\frac{1}{2}\frac{6}{6}$ under Fairlight headland; and twelve Parliament ships, cruising about, also came there and anchored round about them with some more English frigates, so that, fearing they should be attacked and taken in the fight, it had been decided that van der Zaanen should go off and seek help from the squadron which they were informed was in those parts; and the said van der Zaanen depicted the danger in which he had left the said ships to be so great that he was afraid at the time he was speaking they might all have been taken by the English ships. The Lieutenant-Admiral therefore decided without hesitation to alter his course forthwith and to make all speed for Fairlight in order to protect the said ships, or, supposing they had been taken by the English, to retake them and set them free, in accordance with sections 7 and 8 of his instructions.

All which we have been obliged to set forth thus particularly in order to furnish a full answer to the second point under consideration, to wit, why the Lieutenant-Admiral directed his course towards Admiral Blake¹ in order to speak him. Because, after the Lieutenant-Admiral had made sail a little way with the said end in view, he saw several English ships lying at about four miles distance off Dover, a little out of his course; one of them, on board which the flag was flying, was engaged in tacking towards the Downs, and had the English Admiral on board; 4 or 5 more of his ships were close

¹ Dlaecke, evidently a miswriting for Blake.

to him, with their fore-top-sails backed^{*} against the mast, and being near the Varne,¹ being very little closer to England than to France; the rest were tacking and standing under the South Foreland, so that the Lieutenant-Admiral was prevented by the distance from distinguishing whether the Channel merchant ships were among them or not, which he, nevertheless, supposed to be the case for the reasons stated above. As the matter admitted of no delay, the Lieutenant-Admiral determined not only to make towards the said English ships, but also to cut off their passage to the Downs, so that they should not bring up under the fort in the Downs, and be supported by it; the Lieutenant-Admiral, therefore, kept on a straight course; and in order to remove all ground of offence (and also with a view of keeping his sternmost ships in sight) he took in all sail except the two topsails, which he lowered to half-mast high; and also hauled down his pennant, and sent a man aloft to the flag. And the said Blake ought certainly to have been contented with these marks of respect, for two years ago, when he met ships belonging to these Provinces, the said ships acknowledged him with a salute, without either of them striking their flags; but, instead of this (as soon as the Lieutenant-Admiral had come within range) he fired a shot over the Lieutenant-Admiral's ship, and very soon after a second. Whereupon the Lieutenant-Admiral had his boat hauled up, and ordered his captain to go in it to Blake's ship to learn the reason of the said firing, but before the said boat was ready to put off the said Blake fired his third shot into the Lieutenant-Admiral's ship, which shot away the arm of one of his crew, whilst several more were wounded

¹ 'Vrouwesant.'

by the splinters, upon which third shot, and not upon the second (as is stated in the fourth point for consideration, and was written to their H.M. in error by the Lieutenant-Admiral's secretary)—upon this third shot the Lieutenant-Admiral fired his first shot, aiming some way off Blake's ship, thinking that he would then wait for the said boat to come alongside him, for he was lying-to, with the fore topsail to the mast; but, on the contrary, he filled and braced up, and brought his broadside to bear on the Lieutenant-Admiral, and fired a broadside, accompanied by a discharge of musketry. An engagement followed upon this, in which the Lieutenant-Admiral trusts he so acquitted himself that, on the one hand, he has maintained the reputation of this State, and, on the other, has neither given nor received any justifiable ground for further estrangement from England, or rupture with that Republic.

In the carrying out of his plan to redeem the said valuable ships out of the hands of the English, the Lieutenant-Admiral was executing the express orders of their H.M., as contained in Clauses VII. and VIII. of his instructions; consequently, and especially under the urgent circumstances set forth above, it would not have been to the point to discuss whether the Lieutenant-Admiral ought to have struck his flag or not, what sort of encounter had taken place between Captain van der Zaanen and the said English frigate as to the striking of the flag, or how great a *détour* the Lieutenant-Admiral should make on falling in with neutral ships, either sailing or at anchor.

Finally, in answer to the third and fourth points under consideration, taken together—namely, why the Lieutenant-Admiral did not strike his flag on approaching Admiral Blake, and why he returned

Admiral Blake's fire, may it please your H.M. to understand that before the said encounter with Blake, the Lieutenant-Admiral had never received formal orders to strike, or to give instructions for the same; but was instructed only in general terms to act under such circumstances so that this State should receive no disparagement, as may be seen in your H.M.'s resolution of $\frac{\text{Feb. } 21}{\text{March } 3}$, 165 $\frac{0}{1}$, which was passed on a certain memorandum presented by the Lieutenant-Admiral on this subject to a certain committee of your H.M. on Jan. $\frac{6}{16}$ of the said year. So that, as the Lieutenant-Admiral scrupled on this account to strike his flag, he intended by hauling down his pennant and lowering his topsails to prevent any questions or inconveniences that might arise; and when he saw it was no use, the Lieutenant-Admiral considered (with all respect be it said) that in treating the said Blake as is stated above, he had fulfilled and accomplished the trust committed to him, for this State suffered no disparagement in the above-related encounter; and this view is materially supported by the fact that Captains Huyrluyt and van der Zaanen in their instructions received orders to strike only before Royal squadrons.

It may be said that the Lieutenant-Admiral could have rescued the said ship of war and the merchantmen from the Straits, supposing they were amongst the said English ships, and might at the same time have avoided Blake; but this was impossible, because if the Lieutenant-Admiral had borne away to the eastward, out of range of Blake, he would have been obliged to pass in between Blake's vanward ships and the twelve other ships that were coming to join him from the point in the Downs; and if the Lieutenant-Admiral had tried to get out of Blake's range to the westward, he would

have fallen to leeward, and thus been unable to have cut off the ships that were plying off the said headland from entering the Downs, which ships were supposed to be the said merchantmen.

In answer to the question contained in the fifth point next following, it must be said that the Lieutenant-Admiral intended to resent Blake's unmannerly treatment of him only in so far as this State might receive disparagement thereby, and therefore the Lieutenant-Admiral considered he had amply sustained the honour of the country by giving an adequate answer to Blake's firing. For the Lieutenant-Admiral thought that the destruction of Blake's fleet would set the minds of the English against the settlement of the questions desired by this State, which the Lieutenant-Admiral was afterwards instructed to avoid, by your H.M.'s resolution of the 26th ^{May}/_{June}, 1652, whilst maintaining, on the other hand, the honour of the country; from which it clearly appears that it was not your H.M.'s intention that he should proceed further than was done in this case; besides, all the world knows that innumerable disputes, arising as to the striking of the flag, have been settled by a few rounds fired on either side, without the one fleet's destroying the other, although one of them may have been in greater force than the other.

The Lieutenant-Admiral makes reply to the query contained in the sixth point under consideration that after the said engagement he did not know of the taking of some of the ships, and was prevented from knowing of it because the said engagement terminated in the dark; and it is the exact truth that on the following day, when the Lieutenant-Admiral had signalled to the captains to come on board, two of them were missed, and no one knew for certain whether they had been taken

or sunken, or had parted company ; and the uncertainty of their fate was strengthened by one of the missing ships being found that same day drifting at sea. Moreover, if the Lieutenant-Admiral had had information of the actual capture of the other ship, it would have been impossible for him to rescue her, because the Lieutenant-Admiral was driving before the wind, his sails taken in, and the usual lights displayed, trying to collect his fleet ; meanwhile the English had taken advantage of the darkness aforesaid, and had anchored at the turn of the tide, displaying no lights ; and thus by the morning there was so great a distance between them and the Lieutenant-Admiral that they could be only just descried, even from the top-mast head, turning into the Downs, which they entered, and it was impossible for him to give chase ; and when at last he learnt on ^{May 23}_{June 2}, off Calais, that the said ship was with the fleet in the Downs, he could not believe that your H.M. would have intended him to go and fetch the same from under the Castle ; because, although it was known to your H.M., before the said Lieutenant-Admiral's instructions were drawn up, that many ships taken from this country were in the Downs and elsewhere, yet your H.M. gave him no orders in his said instructions to rescue those same ships.

As regards his lying in Schoonevelt, and the efforts he used to obtain news of the movements of the English fleet (being the question demanded by the seventh point), it must be remarked that the Lieutenant-Admiral did not go into Schoonevelt until he had dispatched the look-out ships afresh for news, after having previously waited for them on different tacks, and that he sent them to the coasts and parts where they might expect to get news of the English fleet. Jan Reyerszoon was

dispatched with his galliot to keep outside the Flemish sands, and at the head of the Straits, keeping such a distance as should seem best to his discretion and experience ; Captain Lambert Bartelsen, with his frigate, was sent to reconnoitre the North and South Foreland and the Downs, and he sailed in amongst the English fleet there ; Captain Jan Michielsen was sent westward with his fast-sailing store-ship, as far as Ostend and Nieuport, and Claes Jansen Sanger also to cruise off Ostend ; towards which last said places the two first ships had to retreat, on finding themselves in danger.

Coming now to the eighth point under consideration, may it please your H.M. to understand, in explanation thereof, that although Joost Banckert's report on the 27^{th} ^{June}_{July} was considered well-founded by the Lieutenant-Admiral, still it was not advisable to change the position of the fleet, and that for two reasons : first, because the said Banckert had landed at Calais when he saw the English fleet sailing northwards past the Goodwins, and, therefore, the said fleet were steering for the Thames, and not towards the North Sea ; and it could only be considered a feint to entice our fleet from the coast in order the better to effect its design (of which mention is made below) ; as, indeed, was afterwards found to be the case, and its course remained uncertain ; and, secondly, as the said Joost Banckert declared that the English fleet aforesaid was reported to be making for Zeeland, and that they had taken on board an additional twelve hundred musketeers, and a great quantity of spades and shovels, it might be questioned whether under such circumstances it would be better [for the Lieutenant-Admiral] to take the risk and put to sea in pursuit of the said fleet, or to remain where he was with the certainty of being able to prevent any attack on their part on Zeeland ;

this the Lieutenant-Admiral is desirous of submitting to the wise decision and judgment of your H.M., and the more readily because, the said Banckert having made a similar report on ^{May 29} June 8 to the Corporation of Flushing, it had such an effect upon them that they sent off a letter by express messenger the very same day to Vice-Admiral Jan Evertsen, telling him not only that they had received information that a large body of soldiers had been embarked on the English fleet, all fully equipped with pikes, colours, and other necessities, and that they were provided, moreover, with shovels, spades, and axes; but also that they imagined from these preparations that the English were probably planning an expedition on land. They also declared that they had received advices by secret correspondence from various sources to the effect that their town was threatened by the said fleet, begging the said Vice-Admiral Jan Evertsen moreover to bear in mind the position of the town, which was well known to him, both with regard to the want of water for their fortifications, and also reminding him that they were badly provided [with stores], otherwise it would go ill with them. To this they added a request that when the said Vice-Admiral got news of the English fleet, he would in any case forthwith send them a message by express as quickly as possible, to inform them what course the said ships were taking. Besides this, the Lieutenant-Admiral was expressly informed by a letter from the Lords of the Admiralty of Rotterdam, dated $\frac{1}{2}$ ⁶th June, 1652, that it was the intention of the English fleet to attack his. Taking all these pregnant facts into consideration, the Lieutenant-Admiral took the advice of his council of war, at which said council it was agreed and determined to remain off the coast of Zeeland until further and

more reliable information was received, in order the better to defend the fleet and the country, reckoning upon the news that the look-out ships he had sent out would bring in.

After the above explanation, passing to the question proposed by the ninth point for consideration, the Lieutenant-Admiral refers back to the said explanation to avoid repetition, adding that the issues have proved that the information mentioned in that clause was not true.

In answer to the tenth point under consideration, or to the question contained therein, the Lieutenant-Admiral says that Steven Isaacsen brought in the news of the English ships to the Lieutenant-Admiral's fleet, before they had been sighted, in the evening of the $\frac{31^{st}}{10^{th}}$ [$\frac{May}{June}$], at which time there was a calm with variable breezes. That same evening at ten o'clock an ammunition-ship from Flushing came alongside, and early in the morning of [June] $\frac{1}{11}$ another ammunition-ship from the Veere came in, the wind then being E.S.E., and very little of it, and as no way could be made on account of this calm, but on the contrary the weather being very favourable for the distribution of the said ammunition and ships' stores among the fleet, this was done until noon, when a contrary wind springing up from the W.S.W. not only prevented the rest of the ammunition from being unloaded, but obliged the said ammunition-ships to run further inshore, in company with a prize, which had come in the day before, whose cable had been cut; it also made it impossible for the fleet to weigh anchor and put out to sea, which on the morning of the next day, wind and weather being favourable, the Lieutenant-Admiral did without holding a council of war on the subject, the captains only coming on board after all the ships had got under sail.

As regards the Lieutenant-Admiral's sailing in company with Vice-Admiral Jan Evertsen and his squadron, which forms the eleventh point for consideration, it must be remarked that at 2 o'clock on the $\frac{8}{18}$ th, the wind not being constant at N.W. and W.N.W., but variable, blowing sometimes from the west, so that it was possible to sail [without tacking] only S.W. and S.S.W. ; this being our course, and the North Foreland bearing W.S.W., Vice-Admiral de With was able to make the South Foreland (that being his station); but if the Lieutenant-Admiral had steered the same course he would have got to leeward, and below his station (the said stations lying about 6 to 7 miles apart). This obliged the Lieutenant-Admiral, with a freshening breeze, to make for his own station at the turn of the tide, sailing north, N.N.E., then N.N.W. and N.E. Vice-Admiral de With, with the same freshening breeze, had apparently reached the same latitude with a few of the ships of his squadron. But the reason that the Lieutenant-Admiral did not turn back when the wind rose as aforesaid was, that he feared lest a number of his ships, which he could not see on account of the thick rain, might get parted from him ; and as a stiff breeze began to blow during the night, he thought it safest and most prudent to cast anchor, in order to make his station as soon as ever wind and weather would permit, and to proceed with the manœuvres in hand.

Coming now to the twelfth point under consideration, the Lieutenant-Admiral says in explanation, that from the time of his coming to an anchor up to the $\frac{10}{20}$ th of the month, such a calm prevailed that it was impossible to weigh anchor, and he was therefore obliged to remain lying there. It was likewise impossible to proceed with the execution of the said manœuvre, only Vice-Admiral de With

and Pieter Florissen (as they had not anchored) were able to remain under sail, although they did so at great risk of losing the ships on the Goodwins or the Flemish sands. And although the thirteenth point appears to blame the Lieutenant-Admiral for the frequent summoning of the captains on board his ship, under the supposition that this prevented his at once giving chase to Blake, when he went north: the fact is, on the contrary, that the Lieutenant-Admiral never summoned the said captains on board except after mature consideration and for weighty reasons, and he was in no wise thereby hindered from pursuing Blake, seeing that the first council was summoned on the $\frac{11^{\text{th}}}{21^{\text{st}}}$, on leaving the Downs, and the second on the $\frac{12^{\text{th}}}{22^{\text{nd}}}$ of the same month, in order to learn what provisions there were left in the fleet, when an order was given as to the ration, with a view of making the stores last as long as possible; the third was called on the $\frac{14}{24}$ th of the same month, at which an order was given to the ships of each squadron; the fourth, on the $\frac{20}{30}$ th, to take the advice of the officers of the fleet, because we had not fallen in as we expected with Admiral Blake, and our provisions were therefore beginning to run short; the fifth, on the news that the herring-boats and their convoy had been destroyed, and to urge every one in consequence to do their utmost in the duty that lay before us. The Lieutenant-Admiral does not remember or know of the summoning of all the captains on board on any other occasions; the meetings caused no, or very little, delay, because the Lieutenant-Admiral observed at the time that some of the ships of the fleet were often a mile or two behind, which was the case every day, as every one in the fleet knows.

As regards the Lieutenant-Admiral's sailing from

Shetland, and in explanation of the fourteenth point under consideration, it must be noted that after the fearful storm that overtook the fleet had sufficiently abated, the Lieutenant-Admiral remained at his appointed station or rendezvous off Fair Isle—a rendezvous known to every one—awaiting the scattered ships there for the space of two days. At the end of that time, on ^{July 26}_{Aug. 5}, two of the said ships—viz., Commodore Gideon de Wilde and Captain van Es—came in, and from them the Lieutenant-Admiral learnt that they had that day seen several ships off Shetland, about three ‘groteling’-shots off and to windward of him. They were not certain of their number, but judged them to be 16 or 17 sail; they had main sails and fore sails set, and their topmasts up, and were sailing the same course that they themselves had done, wherefore they might have reached the Lieutenant-Admiral’s ship in due course after the said two ships. But as they did not close, it was the opinion of the said Gideon de Wilde and Captain van Es, and the view of the whole council of war, that the said 16 or 17 ships, with the dismasted ships, had steered another course behind Shetland for Norway, with the intention of repairing and procuring supplies of provisions there. Wherefore, and for other weighty reasons—to wit, that Blake’s design on the East Indian fleet had miscarried; that if he visited our coasts, as seemed likely, he would find them utterly undefended by sea; and that almost all the ships in the fleet had come to an end of their victuals—the whole council of war on ^{July 27}_{Aug. 6} decided and determined to return homewards, and this was put into effect on the ²⁸₇th.

The Lieutenant-Admiral trusts that these reasons and statements will form a satisfactory reply to the

points prescribed for consideration by your H.M., and will prove that he has followed his instructions in every particular. But, nevertheless, the Lieutenant-Admiral desires to submit to the consideration of your H.M. whether it is possible, under circumstances constantly varying in a way that cannot be foreseen, for even a general on land, much less for a commander at sea, to adhere so strictly to every detail of his instructions as never to be able to set the said orders aside under any circumstances and for any cause whatsoever. In deciding whether the Lieutenant-Admiral should have had the liberty of using some discretion with regard to his instructions under the circumstances set forth in the above-recited points, the weighty considerations moving him to take the courses he did should be borne in mind, and also the fact that the unexpected often happened; and likewise, that the Lieutenant-Admiral in all the above-described circumstances endeavoured so to act that he might confidently be able to answer your H.M. thereon, according to the articles of war and the rules of seamanship. And on this same account the Lieutenant-Admiral has ere this on several occasions set aside the orders he received for various weighty reasons, doing the country good service thereby, and has received marks of gratitude and honour from your H.M., of which, if necessary, he could furnish further proof.

M. HARPTS. TROMP.

END OF THE FIRST VOLUME



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